

Australian

SEPTEMBER/OCTOBER, 1980. ISSUE 104. Vol. 9 No. 11

\$1.20*

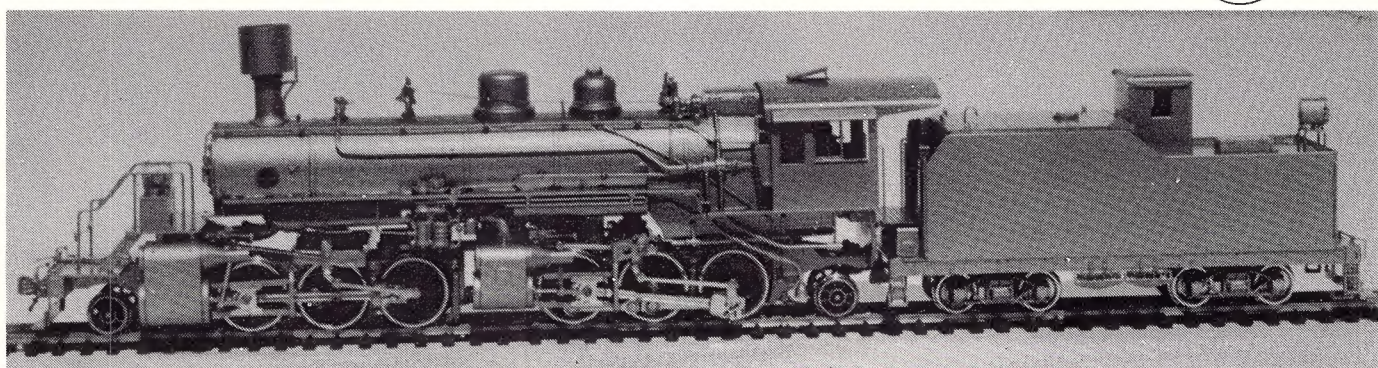
MODEL RAILWAY

Magazine

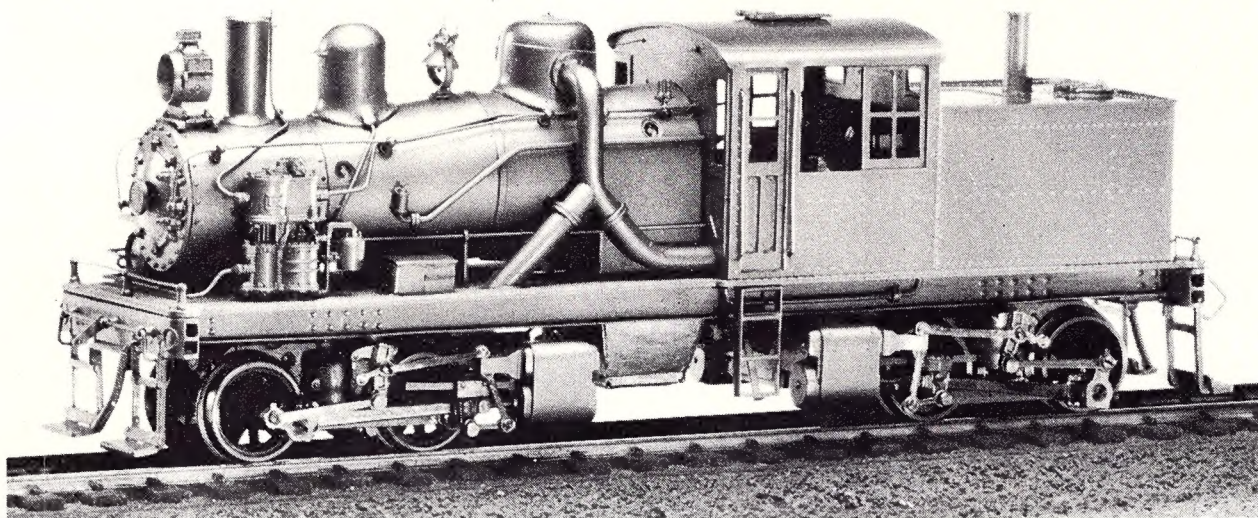


Registered for posting as a periodical — Category B.
Recommended retail price only.

NEW! — FROM THE SHOPS OF . . .



HO RAYONIER 2-6-6-2 LOGGING MALLET LOCO & TENDER: Not all Mallet type locomotives were large and designed for Class 1 railroads. The flexibility of the articulated engine frames made this type locomotive ideal for logging roads, involving uneven track and tight curves. Conditions often found on the average layout. United's classic new HO logging Mallet comes amply powered and detailed down to spark arrestor stack extension and cab interior. **PRICE: \$550.00.**



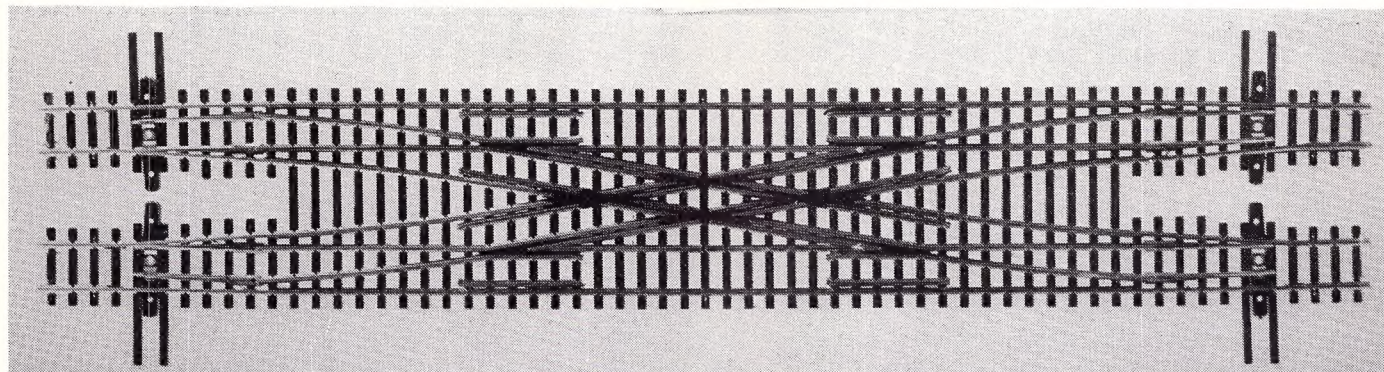
HO 0-4-4-OT VULCAN DUPLEX LOCOMOTIVE: Vulcan, who specialised in industrial and mining locomotives, built the "Duplex" to compete with the Shay, Climax and Heisler, as a locomotive compact in size but powerful and durable in construction. Weighing 50 tons, the "Duplex" measured 32'6" overall and developed 27,860 lbs of tractive effort through four 13 x 16 inch cylinders. Ideal for service where rough track and sharp curves are involved, United's HO Vulcan Duplex is geared on both engine frames and the intricate, dual valve-gear motion makes it especially interesting in action. **PRICE: \$449.95.**

Other "UNITED" Locomotives Presently in Stock.

2054 HO ATSF 4-6-2 Loco & Tender	\$279.65	2013 HO 4-8-4 MO PAC Loco & Tender	\$816.00
2043 HOn3 C&S No. 1006 4-wheel Caboose	\$53.95	2006 HO 2-8-8-2 D&RGW 'L-131' Loco & Tender	\$750.00
2018 HO 2-8-2 PRR 'L-1' Loco & Tender	\$392.50	2012 HO 2-8-0 NP 'Y-1' Loco & Tender	\$189.95
2029 HO 0-8-0 B&O 'L-2' Loco & Tender	\$198.50	2041 HO 4-8-4 RF&P Loco & Tender	\$764.00
2060 HO 4-6-2 GN Loco & Tender	\$211.00	2004 HO 4-6-2 SR 'PS-4' Loco & Tender	\$323.00
2035 HO SPT&NO Loco & Tender, 4-4-0	\$179.75	2010 HOn3 2-6-6-2 Uintah Tank Mallet Loco	\$555.00
2046 HO 2-6-2 NP 'T-1' Loco & Tender	\$232.65	2011 HOn3 2-8-2 D&RGW 'K-37' Loco & Tender	\$570.00
2030 HO 2-8-0 B&O Loco & Tender	\$197.00	2019 HO 2-Truck Harrington Shay Loco	\$653.00
2008 HO ATSF 2-8-0 Loco & Tender	\$217.00	2015 HOn3 2-Truck Harrington Shay Loco	\$653.00
2005 HO 2-10-0 Frisco Loco & Tender	\$434.00	2014 HO 2-Truck Michigan No. 2 Shay Loco	\$475.00
2007 HO 2-8-2 USRA Loco & Tender	\$478.00	2003 HOn3 2-8-2 D&RGW 'K-27' Loco & Tender	\$564.00
2017 HOn3 2-8-2 D&RGW 'K-36' Loco & Tender	\$548.00	2020 HO 3-Truck Hillcrest Lumber Co Climax Loco	\$533.50
2058 HO 2-8-4 C&O Loco & Tender	\$458.00	2021 HO 2-Truck Michigan California No. 2 Tee Boiler	
2061 HO 4-6-2 D&RGW 'P-44' Loco & Tender	\$217.00	Shay Loco	\$511.00
2000 HO 0-6-0 NP 'L-9' Switcher & Tender	\$251.75	2016 HO 3-Truck San Joaquin RR Climax Loco	\$533.50
2001 HO 2-6-2 Baldwin Loco & Tender	\$286.00	PFM 14th EDITION CATALOGUE	\$6.60

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No 6 Curved Turnout, Left or Right Hand	\$10.20 ea
No 8 Curved Turnout, Left or Right Hand	\$14.75 ea
No 4 "Y" Turnout	\$5.80 ea
No 6 Three Way Turnout	\$15.45 ea
No 4 Double Crossover	\$19.95 ea
No 6 Double Crossover	\$24.50 ea
No 6 Single Crossover, Left or Right Hand	\$12.60 ea
No 4 Double Slip	\$17.25 ea
No 6 Double Slip	\$20.00 ea
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Flexible Track, with check rail, 19½" length	\$3.30 ea
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Metal Rail Joiners, per pack of 12	\$1.00 ea
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No 8 Curved Turnout, Left or Right Hand	\$10.85 ea
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No 6 Three Way Turnout	\$14.75 ea
No 6 Double Slip	\$14.60 ea
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Plastic Rail Joiners, per pack of 12	80c ea
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No 4 Turnout, Left or Right Hand	\$6.20 ea
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DUAL HO/HOn3 GAUGE Nickel Silver, Code 70, NMRA STANDARD

Suggested
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prices at
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Flexible Track, one metre length	\$4.85 ea
Transition Track Section, Left or Right Hand	\$3.70 ea
No 6 Left Hand Turnout, 'L-1', with common rail on outside	\$14.20 ea
No 6 Left Hand Turnout, 'L-2', with common rail on inside	\$14.20 ea
No 6 Right Hand Turnout, 'R-1', with common rail on inside	\$14.20 ea
No 6 Right Hand Turnout, 'R-2', with common rail on outside	\$14.20 ea

N GAUGE Nickel Silver, Code 70, NMRA STANDARD

Suggested
Selling
prices at
1/7/80

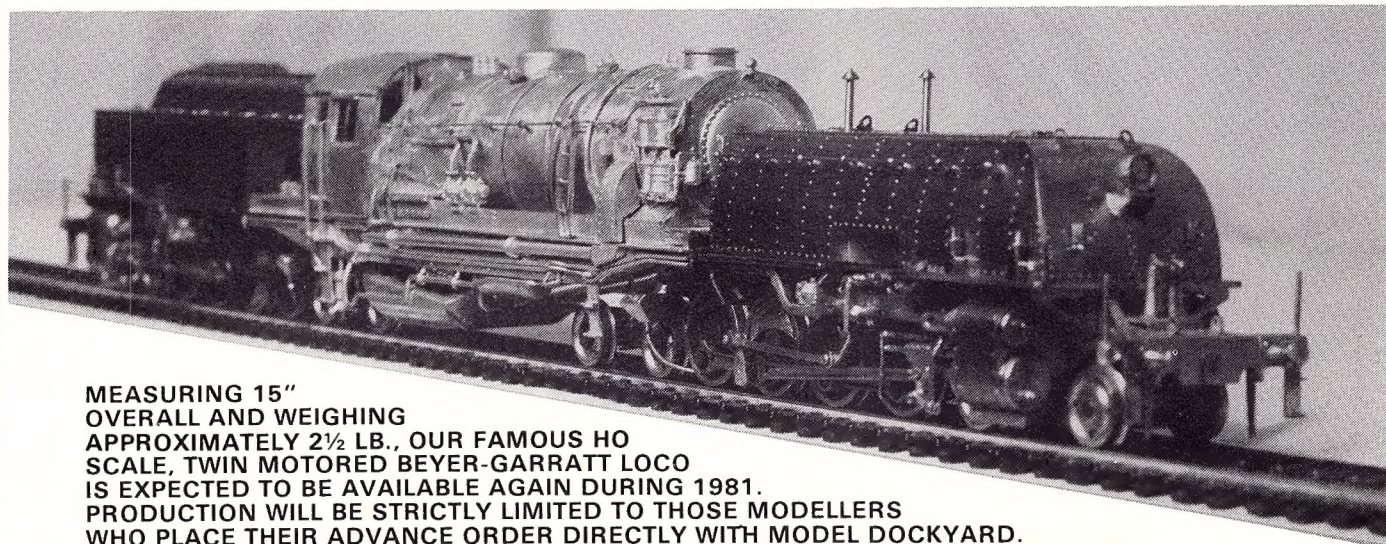
Flexible Track, 90 cm length	\$3.45 ea
No 4 Turnout, Left or Right Hand	\$5.45 ea
No 6 Turnout, Left or Right Hand	\$4.80 ea
No 6 Double Crossover	\$23.85 ea
No 6 Three Way Turnout	\$18.35 ea
30 Degree Crossing	\$5.85 ea
45 Degree Crossing	\$5.85 ea
60 Degree Crossing	\$5.85 ea
90 Degree Crossing	\$5.85 ea
No 4 "Y" Turnout	\$6.15 ea
No 6 Curved Turnout, Left or Right Hand	\$9.95 ea

ACCESSORIES

Kumata Point Motor	\$5.30 ea
Tenshodo Point Motor	\$8.45 ea
Shinohara Point Motor (for N scale turnouts only)	\$3.75 ea
Mann-Made 6V AC/DC Motor Drive Point Motor	\$10.95 ea
HO CI Point Lever, sprung	\$1.80 ea
HO CI Point Lever, rigid	\$1.45 ea
HO CT Wheel Stops, per 2 pr	\$1.20 pkt
HO C2 Bumper Kit	\$1.90 ea
N CI Point Lever, sprung	due August
N CI Point Lever, rigid	due August
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Dog Spikes, Code 70, per pack of 400	\$1.40 pkt
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SCALE, TWIN MOTORED BEYER-GARRATT LOCO
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*All suitable for H, K, C & S class QR
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G in our name stands
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MODEL RAILWAY ENTHUSIASTS**

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Bill Webb is Australia's largest importer and retailer of world-famous Fleischmann equipment. He stocks most of the items in the Fleischmann

A 14 volts DC system from West Germany, giving simultaneous independent speed and direction control of up to 5 trains on one track - from only 2 wires to the track. Models are available to suit all gauges - prices start at \$250. Send us 50c for a detailed catalogue.

Add realism to your Model Railway! Fit a smoke generator to your steam or diesel loco, house or factory. Bill Webb has Seuthe units to suit most models of loco in HO/OO, O and L.G.B. (No.1) gauge. There are also special units in stock to fit Fleischmann, Marklin, Liliput, Hamo and Trix - only \$8 each. We also stock the complete range of Seuthe accessories - Track Cleaning Fluid, Cleaning Spray, and Smoke Fluid. Send 22c for details.

Koll's Price Katalog for Marklin HO/OO equipment has just arrived. There's a full description of models and current auction prices in DM - Marklin collectors will find the German text easy to follow. 264 pages - \$24.65 posted. Also, Bill Webb has just received an excellent hard-cover book

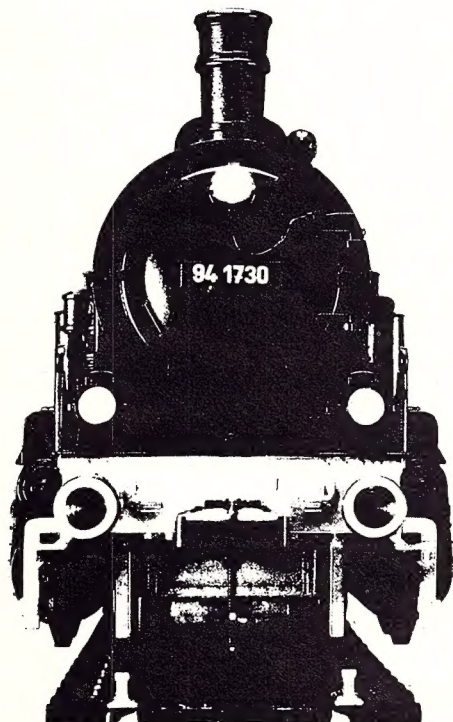
containing 30 track plans specially for Marklin modellers in HO & Z - it's well illustrated with photographs of the layouts described; details of sizes and types of track used; and excellent ideas for scenery. 120 pages - \$31.35 posted in N.S.W.: \$32.65 interstate. And \$68 gets you a locomotion Transistorised Controller especially for Marklin 3 rail AC systems, featuring inertia, brake and superb reverse function.

Just fill in the coupon below, giving exact details of your requirements ... and leave the rest to us. Or you can order by letter if you'd prefer. This is our fifth year of personal and reliable service - you can depend on Bill and Marj Webb.

While we make every effort to have all articles featured in this ad in stock; heavy sales, delivery delays etc. may occasionally force us to backorder. We welcome payment by Bankcard or American Express. Please include card number, expiry date, authorisation and signature. Do not send cash through the mail.

Orders up to \$15, add \$1
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Hours: Mon-Wed 4 pm-7 pm
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We have a MINIMUM Handling charge of \$1.00 on ALL orders, to which must be added the following additional charges:—

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\$50.00 and over — Nil.
Airmail extra \$3.00
Registered extra \$2.50

While we make every effort to have all articles featured in this ad. in stock, heavy sales, delivery delays etc. may occasionally force us to backorder.

Write for details of our IMPORT SERVICE from WALTHERS and CHAMPION DECAL CO.



We welcome payment by **BANKCARD** or **AMERICAN EXPRESS**. Please include card number, expiry date, authorisation and signature. Do not send CASH through the Mail. For prompt service order on our order form (available free on request) with general enquiries on a separate sheet.

ODDS AND ENDS

Over the next few weeks we plan to introduce two new lines to our shelves. For British outline OO gauge fans we will be stocking the fine range of products from **MAINLINE**. This now becomes our British line as we no longer stock Hornby. A new line, which customers may have noticed in the US model press, is from a firm called **PEMCO**. Many interesting models of US steam, diesel and electric (the famous GG1 in green or brown) locos and assorted freight cars.

On the **AUSTRALIAN SCENE** we regret to announce that we have withdrawn the VR passenger car bogies, the 'T' and 'Y' diesel sideframes and the GY axle boxes. The modeller who has been producing these castings for us has decided to move to other fields. The narrow gauge bogies, tender sideframes, 1 wagon and "long spring" axle boxes will continue. Don't forget the excellent **NORTH YARD** of New Zealand 10.5mm, 10 spoke wheelsets at 70c per axle. We have several new projects underway in both HO and N — watch for details.

All layouts "come alive" when lit and signalled to even the smallest degree. For over 4 years we have stocked the ZPL range of lights and signals in O-HO-N. ZPL have produced a very good 4-page brochure of their range. Brochure and price list are available on request.

PLASTRUCT

Scale Plastic Structural Shapes and Components. Plastruct is ABS plastic, precision injection moulded or extruded. Can be sawn, blade-cut, drilled, sanded. Any type of paint, even lacquer, can be used. Brush or spray on. Available in angles, beams, channels, columns, tees, square, rectangular or round tubing, stairs, ladders, rails, pipe fitting, etc. PLASTRUCT is perfect for use with our range of Evergreen Scale Model plastic strips and siding.

PLASTRUCT Catalogue and price list 75c
PlastiWeld liquid plastic cement 2 oz \$1.55
We would never claim to have the whole range of any product line in stock all the time. However, PLASTRUCT is one of the most "in stock" lines we carry!

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50' Steel Box Car Railbox \$6.95
50' Steel Box Car BN, UP, C&O, SP,
SCL and Santa Fe \$6.95
50' HiCube, Single Door, Smooth Sided
Box Car in D&RGW, B&O, Santa Fe,
SP, UP, Norfolk and Western \$6.95

From ATLAS TOOL COMPANY

35' Steel Caboose in BN, Rio Grande,
Lehigh Valley, WP, SP, Santa Fe,
UP, N&W \$4.20

50' Double Door Box Car in KCS, Rio
Grande, L&N, GTW, MKT, N&W \$3.85

Also of interest to N Scalers is the news that MICRO-SCALE are in the process of releasing most of their range of HO Decals in N scale. We keep good stocks of Micro-Scale — if we haven't got it we will order it for you. Write for details.

UTAH PACIFIC HO

Lost Wax Brass castings.

60 5-chime Diesel horn — GE
U-boats (1) \$1.40
61 Speed recording drive — GE type (2) \$1.10
63 Caboose marker with jewels (2) \$2.80
64 Caboose marker lights with 1.5
volt micro bulbs plus green, red and
amber marker lenses (2) \$9.75
65 Axle wheel slip detector (5) \$2.10
69 Exhaust stack GE type (1) \$1.40
71 Pyle single Gyrallite w/bracket (1) \$1.40
72 Roof vents — cabooses, pass. cars \$1.75
73 Caboose stack 27" high (1) \$1.35
83 Snow shield, UP and Amtrack
diesels (2) \$4.20
86 Cast grab irons with NBW
detail (12) \$2.75

WALTHERS 40th EDITION O SCALE CATALOGUE

Referred to as THE reference for O scale the 40th edition contains hundreds of new items on 256 illustration packed pages (that's 56 more than the previous edition). With 43 new manufacturers, items of 172 Model Railroad manufacturers are listed. Price \$6.95 plus \$2.50 post and pack.

WALTHERS 1981 HO CATALOGUE

Without doubt the best Scratchbuilding Aid is the annual Walther's HO catalogue and Reference Manual. In it you will find hundreds of parts, tools and detail items most of which can be utilised in your modelling — whatever prototype you wish to build. We will import, to order, any item in the Catalogue. We sell hundreds of copies of Walther's HO Catalogue each year — to be sure of obtaining a copy from the first shipment, order now. We expect delivery during December 1980. Price has yet to be set, we expect it to be slightly higher than last year. Don't miss out — order NOW!

KADEE HO COUPLERS

Each pack of HO couplers contains enough to convert 2 wagons to the Kadee system.

No. 4 All metal coupler \$3.95
No. 5 Universal coupler, for Athearn etc \$3.35
No. 6 Long shank coupler \$3.95
No. 7 Underset, long coupler \$3.95
No. 8 Medium length shank coupler \$3.95
No. 9 As for No. 5 but intended for
bogies mounting applications \$3.95
No. 7 1/4 size for "old time" equipment \$3.95
No. 16 is the No. 6 coupler with the
No. 7 draft gear box \$3.95
(No. 16's are for use on vehicles with buffers)

KADEE HO UNCOUPLERS

No. 307 Electro-magnetic type each \$10.30
No. 308 Under track type each \$3.20
No. 321 Between rails type pair \$4.45

HO COUPLER ACCESSORIES

205 Coupler Height Gauge \$4.75
208 Truck Spacer Washer .015" thick (24) \$1.20
209 Truck Spacer Washer .010" thick (24) \$1.20
231 Greas-em powder lubricant \$2.00
236 Speedi Loco Driver Cleaner \$10.10
256 Roundhead Delrin Screws 2-56 (12) \$2.00

Kadée wheels (and therefore trucks) have not been available ex-factory for most of 1980 pending production of a new mould.

KADEE N SCALE

No. 1023 Couplers, assembled 2 pair \$4.30
No. 1055 N Standards Gauge \$6.50

KADEE N SCALE TRUCKS

1000 Bettendorf with Kadée couplers (pair) \$3.90
1001 Bettendorf without couplers (pair) \$2.50
1007 Non-magnetic wheels 12 axles \$4.25
1010 Archbar with Kadée couplers (pair) \$3.90
1011 Archbar without couplers (pair) \$2.50
1030 Roller Bearing with couplers (pair) \$3.90
1310 Between rails Uncoupler (2) \$3.55

TROLLER CORPORATION

Transistorised Control Units for all Scales. Three models from Troller of the USA are now available in Australia. The model 3000 and model 5501 have been fitted with 240V Transformers (S.E.C. approved.)

MODEL 2000 TRANSCAB

Hand held controller with 3 metres of cable. Transistorised. Overload and track voltage monitor. May be connected to any 8-22V AC power source.
Price: \$27.95

MODEL 3000 TRANSPAK 2.5

Transistorised Transformer controller. Overload and track voltage monitor. Input 240V AC. Output 12 Volts DC controlled, 12 Volts DC Uncontrolled and 16 Volts AC Uncontrolled.
Price: \$59.95

MODEL 5501 TWIN TRANSPAK

5 Dual Control Transistorised Transformer Controller. Overload and track voltage monitors. Two independent transformers. Input 240V AC. Output Two 12 Volts DC Controlled, 12 Volts DC Uncontrolled, 16 Volts AC Uncontrolled.
Price: \$84.95

Current: — Model 2000, Model 3000 each 2.5 amps. Model 5501 a total of 5 amps. TROLLER Controllers use a transistorised design called AUTOPULSE. The "pulse power" switch required by many other controllers is made obsolete by TROLLER'S Autopulse. The Overload monitor indicates short circuit and overheating problems. It is automatic and will reset once the problem has been eliminated. Track Voltage Monitor. Variable brightness light, indicates relative voltage without meters — can be useful for locating operational problems.

SCREWS, WASHERS, NUTS & BOLTS

Number in brackets is number per packet.
Price is \$1.75 per pack.

BRASS MACHINE SCREWS

(with flat ends)

Round Head	00-90×3/16"	long	(20)
Round Head	0-80×3/16"	long	(20)
Round Head	1-72×3/16"	long	(20)
Round Head	2-56×3/16"	long	(20)
Round Head	00-90×3/8"	long	(12)
Round Head	0-80×3/8"	long	(12)
Round Head	1-72×3/8"	long	(12)
Round Head	2-56×3/8"	long	(12)
Round Head	00-90×1/2"	long	(10)
Round Head	0-80×1/2"	long	(10)
Round Head	1-72×1/2"	long	(10)
Round Head	2-56×1/2"	long	(10)

All the above are also available with Flat Head and Hexagonal Head.

WOOD SCREWS (With pointed ends)

#0×3/8"	Round Head	(36)
#1×3/8"	Round Head	(36)
#1×1/2"	Round Head	(36)
#2×3/8"	Round Head	(36)
#2×1/2"	Round Head	(36)

SELF TAPPING STEEL SHEET METAL SCREWS

#2×3/16"	Pan Head	(36)
#2×1/4"	Round Head	(36)

NYLON MACHINE SCREWS (Flat Ends)

1-72×1/4"	Round Head	(12)
2-56×5/8"	Round Head	(12)
4-40×3/4"	Round Head	(12)
2-56	Nylon Hexagonal Nuts	(12)
4040	Nylon Hexagonal Nuts	(12)

BRASS WASHERS

For 00-90, 0-80, 1-72 and 2-56 (16)

BRASS NUTS (Hex.)

For 00-90, 0-80, 1-72 and 2-56 (15)
(Each pack of nuts and washers contains only one size.)

TAPS for the above 4 sizes are available for \$1.65 each and suitable drills are available in packs of 2 for \$1.55.

SCREW STICKER Miniature figures to hold those tiny screws and parts while you start them in place \$4.15

E & B VALLEY RAILROAD COMPANY

New from E & B is the American Car and Foundry 70 ton covered hopper kit in HO, pre-painted and lettered. The kit consists of only 4 major parts plus trucks and couplers. Roadnames available are:— PRR, AT&SF, GN, CB&Q, D&H, NWP, UP, SP and MILW. In HO scale, initial supplies are limited. Price \$9.75.

NORTHEASTERN SCALE LUMBER

Together with Evergreen styrene products, this is one of the most popular lines we have offered the Australian modeller. The range of Northeastern Stripwood is packaged in HO scale sizes. Each pack contains a number of 11" lengths of stripwood and is marked in HO and N sizes. The table below indicates the range available and the number of pieces per pack. All HO scale 4"×10" pack contains 20 pieces. All packs are \$1.45 each.

All \$1.45 Pkg	WIDTH—HO Scale Inches						
	2	3	4	6	8	10	12
1	25	25	25	20	20	20	X
2	25	25	25	20	20	20	17
3	X	25	25	20	20	20	17
4	X	X	20	20	20	20	20
6	X	X	X	20	17	17	17
8	X	X	X	X	17	17	17
10	X	X	X	X	X	17	14
12	X	X	X	X	X	X	14

DETAIL ASSOCIATES

The following items are now in stock and are additions to the list printed in the July/Aug AMRM.

HO SCALE DIESEL PARTS

1701	Crystal Jewels, 7" dia. headlights	(12) \$1.30
1702	Red Jewels, 7" dia. headlights	(12) \$1.30
1703	Crystal Jewels, 4 1/2" dia.	(12) \$1.30
1704	Red Jewels, 4 1/2" dia.	(12) \$1.30
1705	Green Jewels, 4 1/2" dia.	(12) \$1.30
1706	Crystal Jewels, 12" dia. headlights	(6) \$1.30
1707	Crystal Jewels, 14 1/2" dia.	(6) \$1.30
2001	Fan, flat top 34" dia.	(4) \$3.40
2304	Wind Deflectors	(3 sets) \$3.00
2550	Silver Plating Powder	\$4.15
2551	Clear Plastic Window Material .010" thick, 1"×8"	(10) \$1.50

HO SCALE FREIGHT CAR PARTS

6209	Grab Iron-Bracket Type	(8) \$1.85
6210	Grab Iron-Straight Type	(12) \$2.25
6211	Brake Platform	(4) \$3.75
6212	Covered Hopper Hatch-squared	(8) \$3.40
6501	Caboose Radio Antenna-dish type	(3) \$3.75
6502	Caboose Steps and End Platform	(2) \$3.75
6503	Caboose End, Side Grab	(12) \$2.65
6504	Caboose End Grab	(12) \$2.65
7101	Tools-photo etched	(1 set) \$3.75
7102	Tools-Screw Jack	(2) \$1.50
7103	Tools-Rerail Frog	(2) \$1.50
7104	Tools-Oil Can	(2) \$1.50
7105	Tools-Water Bag	(2) \$1.50
7202	Building Footing Piers	(12) \$2.25

N SCALE STEAM PARTS

8009	Sunbeam Headlight	(2) \$1.50
8010	Number Boards	(2) \$1.50
8011	Tender Watch Hatch	(2) \$1.50
8012	Single Phase Air Pumps	(2) \$1.50
8013	Cross Compound Air Pumps	(2) \$1.50
8014	Elesco Feedwater Pumps	(2) \$1.50
8015	Elesco Feedwater Tanks	(2) \$1.50
8016	Round Classification Lights	(4) \$1.50
8017	Pyle Generator	(2) \$1.50
8018	Power Reverse	(2) \$1.50
8019	Tender Steps	(2) \$1.50
8020	Rerail Frogs with Brackets	(2) \$1.50

PLEASE NOTE the following price INCREASES:

1508	MU Air Hoses	\$3.00
2701	Air Intake Grille—"Farr"	\$5.25
2702	Alco 64" dia. Grille	\$4.15
2703	Alco 55" dia. Grille	\$4.15

The above prices became effective 1-9-80.

FLOQUIL POLLY S CORPORATION

Effective 1/9/80 all Floquil prices increased by 10% (this follows a 10% rise ex-factory.) Floquil lacquer based and Polly S water base paints are now \$1.85 per 1 oz. bottle. Flo-Stains are now \$1.55 per 1 oz. bottle. All other Floquil prices increase by 10% also.

K&S ENGINEERING

A full listing of K&S metal products is available on request — some examples are listed below:—

Brass Angle	1/8×1/8×12 inches	ea \$1.00
Brass Angle	5/32×5/32×12 inches	ea \$1.05
Brass Angle	3/16×3/16×12 inches	ea \$1.35
Brass Angle	7/32×7/32×12 inches	ea \$1.40
Sheet Metal	(4×10 inch sheets)	ea \$1.75

.005" Brass	ea \$1.85
.010" Brass	ea \$2.60
.015" Brass	ea \$3.25
.032" Brass	ea \$6.70
.008" Tin	ea \$1.45
.016" Aluminium	ea \$1.45
.032" Aluminium	ea \$2.15
.064" Aluminium	ea \$3.60
.025" Copper	ea \$6.60

The range also includes round tube, channel, hexagonal brass tube, rectangular brass tube etc.

From EVERGREEN SCALE MODELS

"Modelling from Styrene sheets and components is becoming more and more accepted in modelling 'circles' as THE building Method." Ian Thorpe, AMRM July/Aug '80. Our sales of Evergreen and Plastruct seem to confirm this — why not have-a-go?

HO SCALE STRIPS

Dimensions are in HO Scale inches. Strips are 13 1/4" long, opaque white and packed in resealable polyethylene bags.

Part No.	Size	Qty	Price
8102 NEW!	1×2	8	\$1.70
8103	1×3	9	\$1.70
8104	1×4	12	\$1.70
8106	1×6	12	\$1.70
8108	1×8	12	\$1.70
8110	1×10	12	\$1.70
8112	1×12	12	\$1.70
8202 NEW!	2×2	8	\$1.70
8203	2×3	9	\$1.70
8204	2×4	12	\$1.70
8206	2×6	12	\$1.70
8208	2×8	12	\$1.70
8210	2×10	12	\$1.70
8212	2×12	12	\$1.70
8404	4×4	10	\$1.70
8406	4×6	10	\$1.70
8408	4×8	10	\$1.70
8410	4×10	10	\$1.70
8412	4×12	10	\$1.70
8606	6×6	9	\$1.70
8608	6×8	9	\$1.70
8610	6×10	9	\$1.70
8612	6×12	9	\$1.70

V-GROOVE SCRIBED SIDING

6 1/4"×10 1/2" Opaque white sheets. Prices are per sheet.

Part No.	Thickness	Spacing	Price
2025	.020"	.025"	\$2.60
2030	.020"	.030"	\$2.60
2040	.020"	.040"	\$2.60
2050	.020"	.050"	\$2.60
2060	.020"	.060"	\$2.60
2080	.020"	.080"	\$2.60
2100	.020"	.100"	\$2.60
2125	.020"	.125"	\$2.60
4125	.040"	.125"	\$3.15
4188	.040"	.188"	\$3.15
4250	.040"	.250"	\$3.15

STYRENE CLAPBOARD SIDING

6 1/4"×10 1/2" opaque, white sheets. We call it weatherboard in Australia. Price is per sheet.

Part No.	Thickness	Spacing	Price
4031	.040"	.030"	\$3.15
4041	.040"	.040"	\$3.15
4051	.040"	.050"	\$3.15

SIDEWALK (FOOTPATH) SHEETS

Sheet is scribed into squares to represent concrete. All sheets 6 1/4"×10 1/2" and .040" thick.

4515	with 3/16×3/16" squares	\$3.15
4516	with 1/4×1/4" squares	\$3.15
4517	with 3/8×3/8" squares	\$3.15
4518	with 1/2×1/2" squares	\$3.15

FREIGHT CAR SIDING

6"×10" sheets with grooves across the sheet to eliminate splicing. (3 1/4" scale spacing).

Part No.	Thickness	Scale	Price
2020	.020"	N	\$2.95
4037	.040"	HO	\$3.15
4067	.040"	O	\$3.15

PASSENGER CAR SIDING

5 1/2"×10 1/2" sheets with grooves across the sheet to eliminate splicing. (2 1/4" scale spacing). Thickness matches Grandt Line windows and doors.

Part No.	Thickness	Scale	Price
3025	.030"	HO	\$3.15
3047	.030"	O	\$3.15

HO LADDER KIT (See review in July/Aug AMRM) \$1.70

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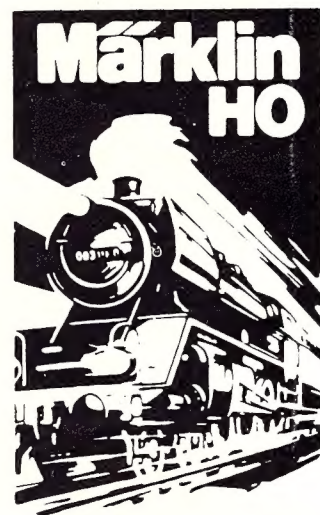
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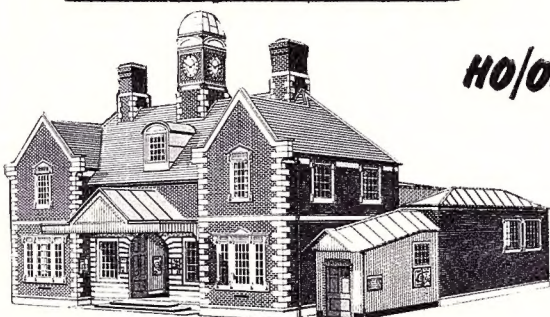
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- A-7 Goods Shed 127 x 102 x 95mm \$3.25
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- D-9 Red Stone Wall (Ashlar)
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- D-12 Grey Rubble Walling
- D-13 Red Rubble Walling

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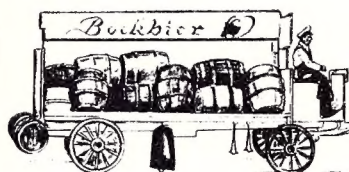
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- * 2240 Six Different Transport Workers
- * 2258 Six Trades People - butcher, baker etc.
- * 2264 Four Garbos, cans, brooms, barrow etc.
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- * 2292 Three Groups of two climbing stairs
- * 2295 Six People going down stairs
- * 2319 Washing Day - lady hanging washing on
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baby, line of washing
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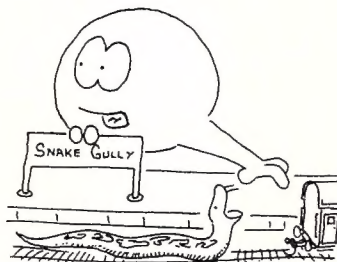
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CAN YOU HELP?

For the preparation of future articles in AMRM, we need information on the following classes of NSW goods vehicles:

- NHG Brake Vans painted red.
- FHG Brake Vans with modified body styling — and logos carried by any of these vans.
- IHG Brake Vans — logos currently carried by cars 31689-31694 and 31697-31700.
- PHG Brake Vans fitted with sliding doors in the perishable compartment (if any vans with this feature existed apart from the 25600 series units).
- MB Box Cars known to have, or have had, 'Mansard' type roofs.
- MBC Box Cars painted white with blank sideboards or having evidence that such boards may have been formerly fitted.

Please direct information to the co-ordinator of these projects, Mr P. Rogers, PO Box 235, Matraville, NSW 2036.



"You must really be a 'Dad & Dave' fan!"

A.M.R.M.

SEPTEMBER/OCTOBER, 1980
Issue 104, Vol 9, No 11
AT ISSN 0045-009X

The official Journal of SCMR in Australia. Incorporating the Yardmaster, bulletin of The Sydney Model Railway Society.

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DISTRIBUTION: Subscriptions, SCMR and SMRS members; hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch (A'Asia) Ltd.

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- No. 1 — April/May, 1963 (Reprint)
- No. 39 — July/August, 1969
- No. 41 — November/December, 1969
- No. 44 — May/June, 1970

All the above are available at the price of 45¢ each, including post and packaging.

No. 74 — September/October, 1975

The above issue is available at the price of 60¢ each, including post and packaging.

No. 78 — May/June, 1976

No. 80 — September/October, 1976

Issues 78 and 80 are available at the price of 70¢ each, including post and packaging.

No. 82 — January/February, 1977

No. 83 — March/April, 1977

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Issues 82 to 87 are available at the price of 90¢ a copy, including post and packaging.

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- No. 89 — March/April, 1978
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N.S.W. VEHICLE COUNTDOWN — 20

In 1955, the N.S.W.G.R. had 12 'BK' type bogie horse boxes in traffic. Today, this class of vehicle no longer operates in revenue service.

Paul Rogers

EXHIBITIONS

SYDNEY — NSW. October 4, 5, 6, at the Wesco/Ford Pavilion, RAS Showgrounds, Driver Avenue, Moore Park. Open (Sat) 10am-8.30pm, (Sun) 10am-6pm, (Mon) 10am-7pm. Admission \$2/\$1. Organised by the NSW Branch of the Australian Model Railway Association.

BAULKHAM HILLS — NSW. October 11 at Baulkham Hills North Public School, Girralong Avenue, Baulkham Hills. Open 9am to 4.30pm. Admission \$1/50¢.

BOWRAL — NSW. October 11, 12 at the Bowral Infants School, Boolwey Street, Bowral. Open 9am-5pm. Organised by the Berrima District Model Railway Club.

GLEN WAVERLEY — Victoria. November 1, 2, at Treseder Assembly Hall, Glen Waverley High School, O'Sullivan Road, Glen Waverley. Open Sat 8.30am-9pm, Sun 9am-5pm. Admission \$1/50¢. Organised by the Glen Waverley Model Railway Club.

CANBERRA — ACT. November 15, 16 at Phillip College, Woden Valley. Organised by Canberra Model Railway Club.

BOX HILL — Victoria. December 6, 7, at Box Hill High School Memorial Hall, Cnr White Horse & Middleborough Roads, Box Hill. Open (Sat) 10am-9pm, (Sun) 10am-5pm. Admission \$1/50¢. Organised by the Mont Valley Modelling Group.

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The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

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COMMENT

Railway modellers of local prototypes have never had it so good. New hobby shops are starting all the time, new local manufacturers are starting productions, large overseas manufacturers are releasing new models of Australian prototypes. New modellers are being attracted to the hobby in increasing numbers because of the above facts.

In previous years the modeller has had to endure, with a few exceptions, kits of poor quality or become a compulsive scratchbuilder to fill his rolling stock roster. Letters printed in recent AMRM's confirm that the average modeller is dissatisfied with many of the available kits.

Manufacturers in the past have stagnated. They have done little to improve. Future and present manufacturers will have to show a sense of development. They must plan a direction of improvement in their product.

If development is not planned with some care in regard to products and marketing the hobby will begin to slow and stagnate. It is very possible for this hobby to go ahead in leaps and bounds if manufacturers show a sense of direction and development.

This will attract more modellers which will in turn provide a larger marketplace, which will in turn attract more modellers which will in turn provide a larger marketplace... and so on.

Ian Thorpe

WHAT PRICE OUR HOBBY?

From the depths of comfortable armchairs to the confines of layout rooms, railway modellers around Australia would generally agree that the immediate future of our hobby has the green light. Just a quick glance through this fine magazine will convince all but the most pessimistic.

However if the past decade with its explosive price increases is used for a guide to the eighties, there will be some economic soul-searching by most of us into every aspect of our life including hobbies.

It is interesting to note the trends going on in the USA at the moment, which are reflected in articles and editorials in the model press. The emphasis on operation with a modest size layout is not a passing fad. The growth of the Modular style layout and or the intensively detailed Diorama with a fiddle or stageing yard is on the increase. The realization of long-

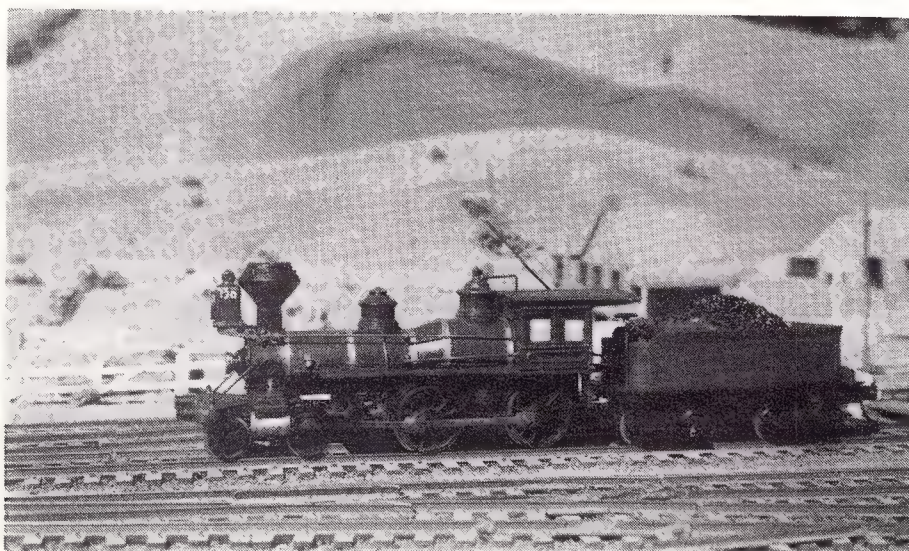
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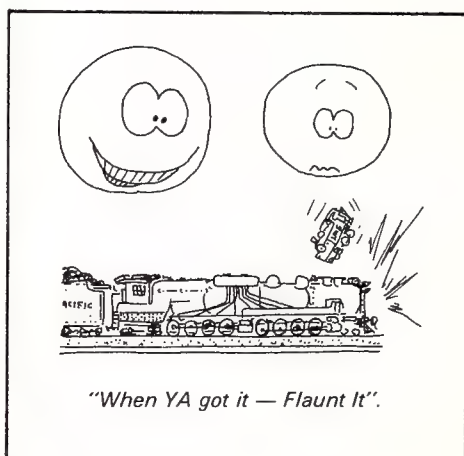
timers in the hobby with a basement full of equipment, that if their treasured possessions were to be destroyed by fire or some other catastrophe it would cost thousands of dollars on todays prices to rebuild. All of this and more from the land of plenty where once the only negative consideration to a super layout was the ability of the modeller to keep it in operation.

The problem today is Dollars not Dust. Australian modellers have known for a long time the high costs involved in the hobby and the style of Australian housing has made the small to medium layout a necessity. There can be no doubt that the ever increasing interest and growth of Australian prototype modelling will help to keep the hobby alive and well, so whatever the trends or price influences from overseas, one thing is certain. The serious modeller will continue on and whether he or she spends more or less of their money will very much depend on the awareness and the ability of the Trade to meet the needs of these people.

Terry Burton



Eddie Garde, the master of the 'A Near Enough...' modelling articles in AMRM has been at it again. The above photograph illustrates NSW R U130, converted from an AIRFIX oldtimer, and according to Eddie, it is nearly to scale. E. Garde photo.

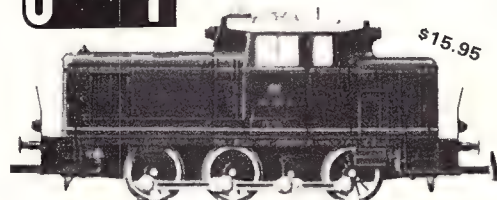


ON THE COVER: Victorian Railways 2-8-0 'J504' at Bendigo in July 1965. David G. Taylor photo.

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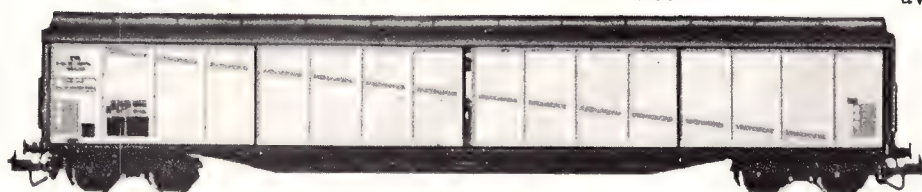
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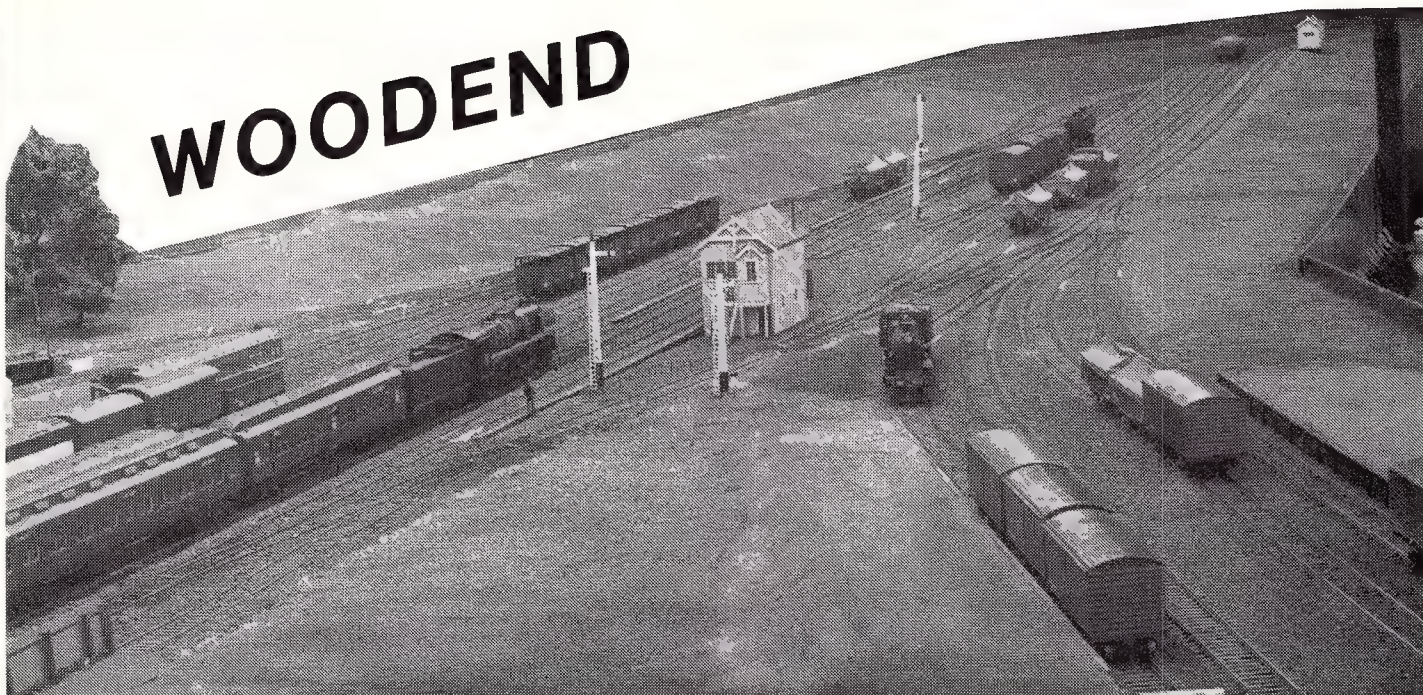
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WOODEND



Above R704 accelerates out of Woodend while D3 shunts 'U' vans into the goods shed siding. The 'R' class is a Model Dockyard import painted by Graeme Brown and the D3 was built by Kel Neath. Peter Gibbs photograph.

One of the stars of the 1979 Melbourne Model Railway Exhibition, Graham Brown's superb HO diorama of Woodend on the V.R. is brought to us in detail by Peter Gibbs.

The rail link between Melbourne and the historic gold city of Bendigo, together with the numerous branch lines radiating from it, offers the railway modeller a rich tapestry of ideas for inspiration and miniaturisation.

The area, up to 130km from Melbourne, is one of the best regions in Australia for absorbing the railway paraphernalia of both the past and the present.

Classic Victorian bluestone and red brick station buildings; goods sheds in iron, brick and timber; elegant stone and brick bridges; line side buildings with those unique roofing styles; signal boxes, signals; and best of all a superb array of Victorian era houses and buildings from the 1860's onwards.

The town of Woodend is about halfway between Melbourne and Bendigo and nestles in the foothills of the Great Dividing Range only a couple of miles from the once famous

holiday resort of Mt. Macedon.

The surrounding countryside is a rich mixed farming area and it is obvious that substantial goods traffic was generated from the local rural community.

Just west of the Calder Highway, the double track Main from Melbourne passes through Woodend Station; supplemented by a local passenger track, shunting tracks, a quite substantial four track siding, engine layby and turntable.

The Layout.

Graham Brown began constructing his HO layout of Woodend in a 15 x 30 foot shed behind his home in 1977. Exhaustive on-site research including copious picture taking and tape measuring was undertaken some time before construction began.

A plan of the station and other buildings

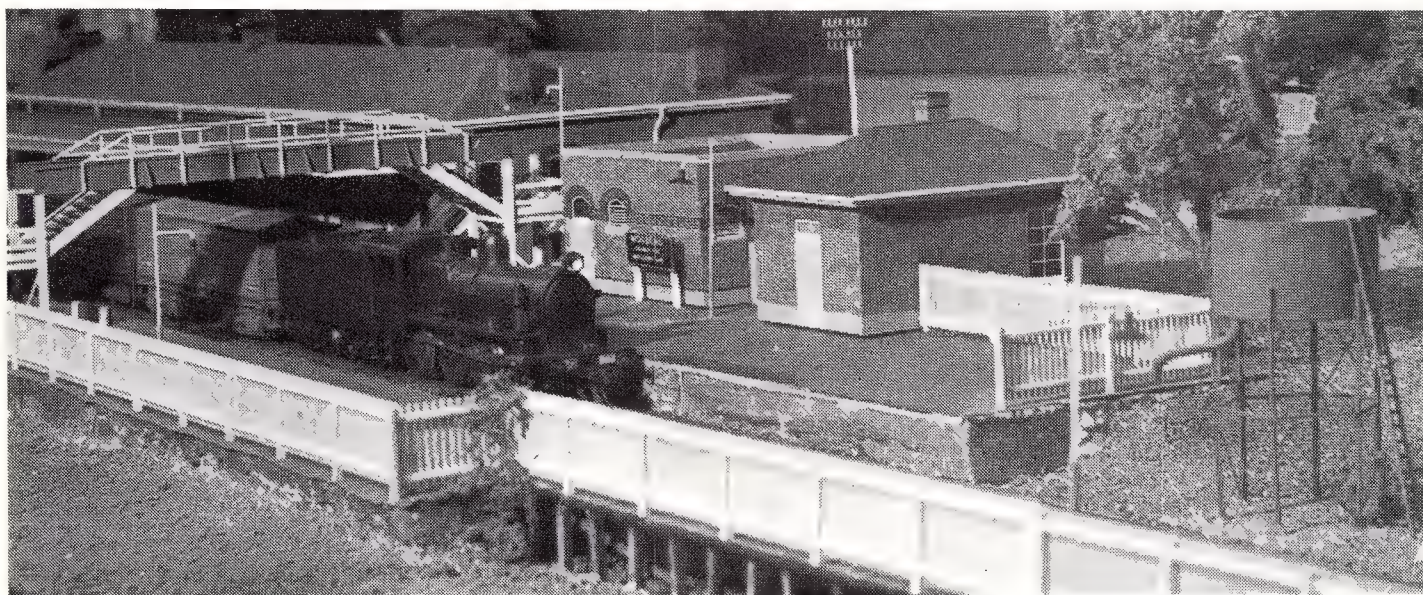
supplied by VicRail also proved invaluable.

Portability of the layout was one of Graham's prime design criteria because, as he says, "you never know when you have to move."

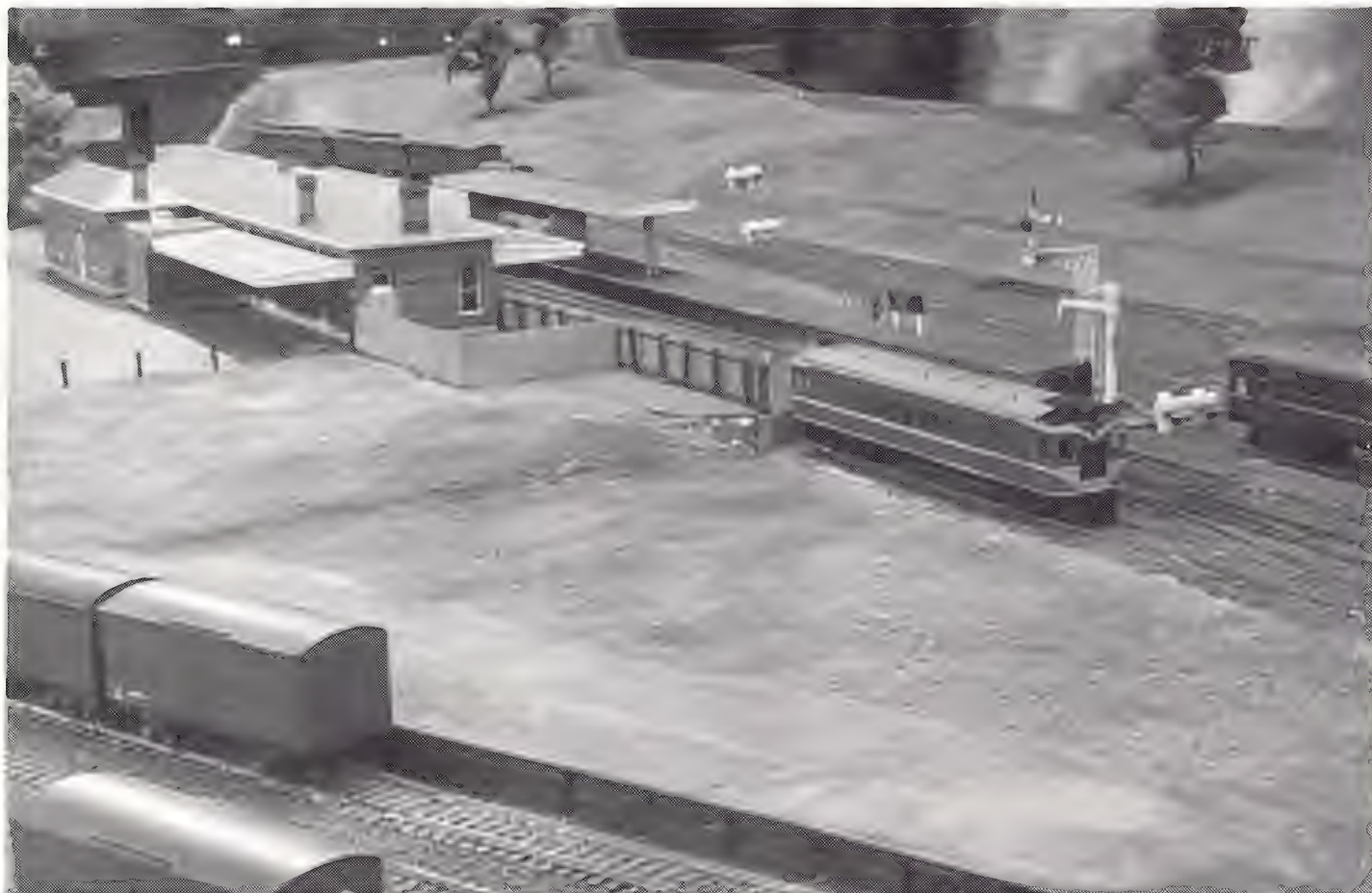
This ability to be easily dismantled and reassembled was a big plus in the later decision to enter the layout in the 1979 Melbourne Model Railway Exhibition.

Thus the layout base construction was sectionalised using timber frame supports and legs supporting flat sheet ½" chipboard as the baseboard. Half inch thick caneite was laid on the chipboard as the prime scenery and trackwork base.

Basically the layout is rectangular shaped with a central enclosed aisle. A multi track fiddle yard occupies one long side and connects either end of the main Melbourne-Bendigo line as it curves around to enter the



D3 690 halts at Woodend to load and unload mail before continuing on towards Melbourne. The D3 locomotive was scratch built by Bob Dunn. The station building was built using perspex and embossed brick styrene sheet for material, while styrene and Northeastern timber was used for the footbridge.



*While the layout was in its first stages Peter Gibbs photographed a general view of Woodend station.
The Derm rail motor was scratch-built by Peter Jenkinson.*

More photographs of this award winning layout next issue.

Below *R711 heads a passenger train towards Bendigo, Peter Gibbs took the photograph while the layout was still in its first stage.
The foreground is now filled by buildings and a footbridge has been installed.*





The above two photographs illustrate Derm 60RM and trailer departing Woodend yard for Dalesford. Bob Dunn built both models from perspex and styrene sheet and used a 'Kitmaster' power bogie to power the unit.



'Y' class 0-6-0 No.11 shunts the 'Down' side of Woodend yard. This tiny well detailed locomotive was scratchbuilt by Graeme Brown and is powered by a Triang XT-60 motor squeezed into the loco.



A2 class 4-6-0 loco No.990, an oil burning Walschaerts gear version, is the train engine on a double headed passenger train bound for Melbourne. The leading engine (unsighted) is a Stephenson valve gear version of the A2 class loco No.817. Ken Fishley scratchbuilt both models.

east and west end of the Woodend yard which occupies the other long side of the layout.

Its use as an exhibition layout is obvious by the sight screen which hides the fiddle yard and the light supports which elevate a battery of fluorescent lights that illuminate the layout during running sessions.

A single console activates the entire layout from the centre aisle.

Trackwork.

When modelling a specific prototypical locality such as Woodend which comprises main lines, yards, and station buildings, in an area of perhaps several hundred metres wide by perhaps 1½ km long, you are not left with exactly a gigantic scenic landscape to provide effect and realism.

Thus the trackwork and buildings themselves must provide the scenic interest and realism.

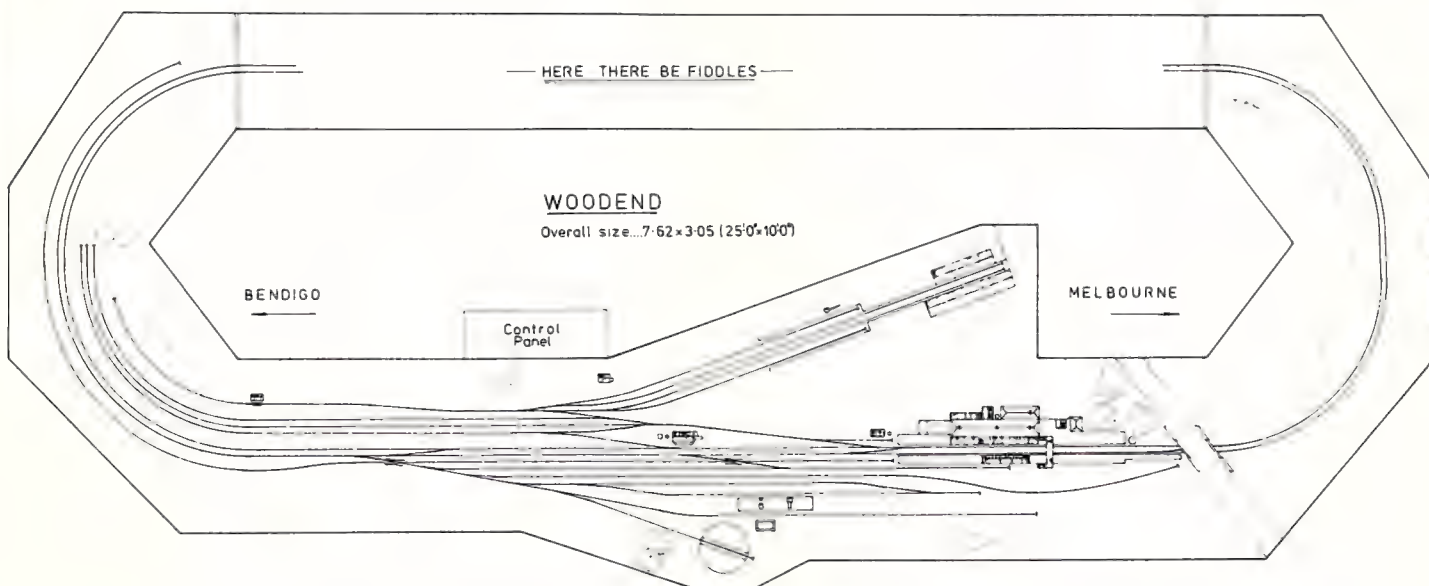
Graham and his team of helpers chose Shinohara Code 70 rail for the Woodend trackwork. The rail was painted a rust red colour before being laid on 1/16" cork to give a ballast shoulder effect and reduce running noise.

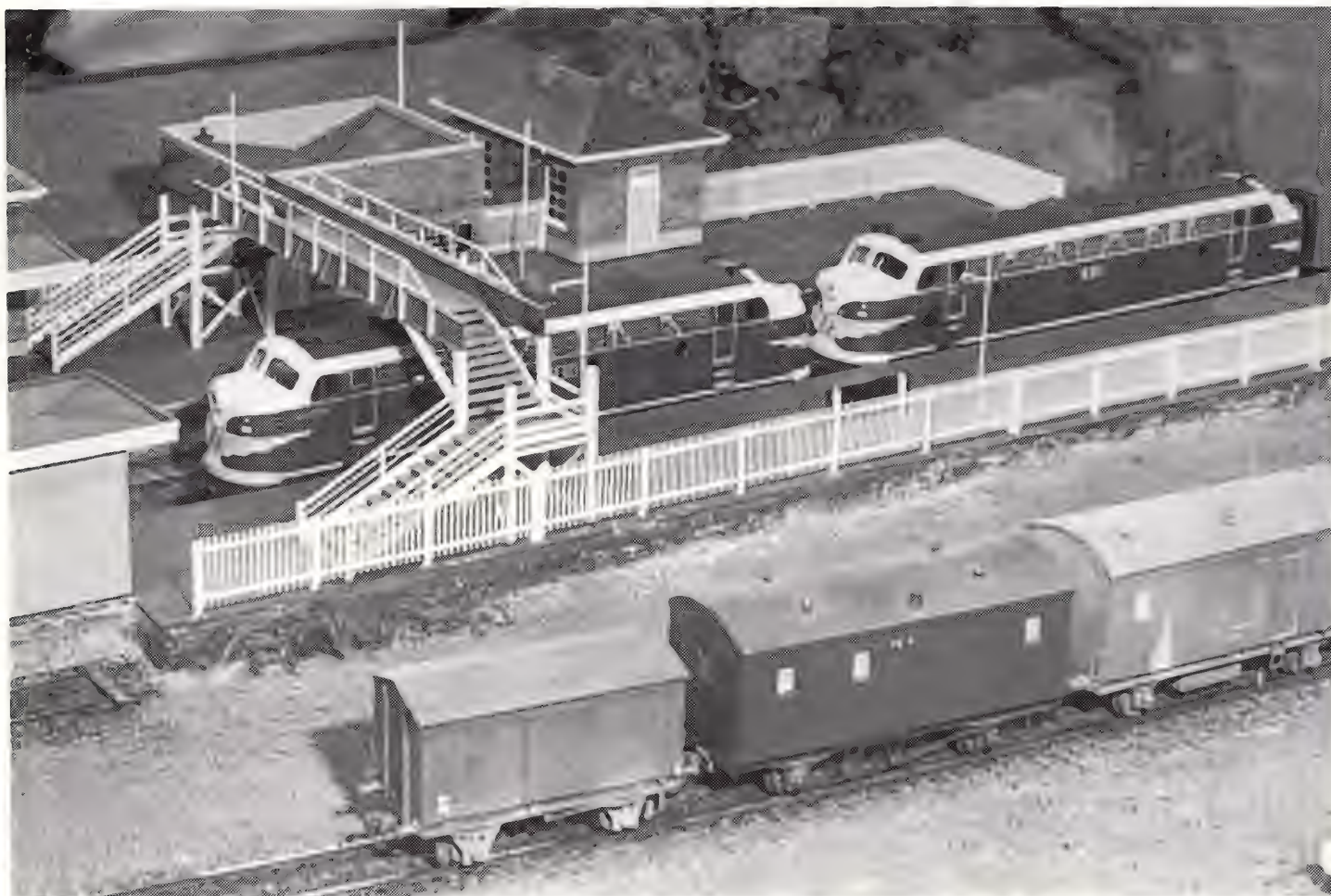
Painting the rails also reduces the visual effect of height and makes them more easily blend with the ballast and ground cover colours.

Shinohara points were used throughout coupled to ex PMG relays for positive action. Electrical switching through the relays was also used to switch point frog power.

Turntable.

Scenic and operating interest is provided on the Southern side of Woodend by the splendid operating turntable. Kitbashed from a Scale Structures turntable kit, the turntable was sunk into the Caneite board and carefully scened to more closely represent the prototype. Underneath the baseboard other





B60 and B85 passing through Woodend on a down express. The diesels were modified from Hornby 'S' class bodies and are mounted on a modified Atlas chassis, both units being built by Graeme Brown. The workers sleeping vans in the foreground were built by father and son, Bob and Philip Dunn.

Unless otherwise noted all photographs by Graham Ball.

C18 eases its train to a stop at Woodend for water after a long climb up Macedon bank. The loco was built by Kel Neath. The signals are modified Ratio LNER upper quadrants.





modifications included fitting a 1 rpm Concor turntable kit motor.

Y111 heads a mixed goods through Woodend yard toward Melbourne. The 'Y' class 0-6-0 loco was scratchbuilt by Graeme Brown as were the 'M' cattle trucks in the consist.

Scenery.

Although basically flat in topography the Woodend yard does have several gently sloping scenic features that Graham has used to highlight different areas of the layout.

At the eastern end of the station the main passes under a road bridge carrying the Calder Highway. The steeply rising banks on either side of the bridge plus the structure itself cleverly provide a visual cut-off point for trains passing through — rather like a tunnel.

At the other, western end, a gentle terraced bank gradually elevates four shunting tracks onto two levels above the main lines on the inside of the circuit. The two main lines, in turn, curve around behind the banking, thus providing the other visual cut-off point.

Scenery elevation is achieved by installing chipboard profile boards at various intervals with styrene formers interspaced between the boards as scenery support. The in between spaces are filled with styrene scraps.

This scenery base is covered with "Modrock" plaster bandage, laid in strips and finished off with Cornice adhesive, (a plaster mix something like Hydrocal) to seal up all holes and unwanted indentations.

The resultant smooth finish is dyed brown to give an earth like appearance prior to grass being "sown". Woodend grass is sawdust glued down with diluted Aquadhere. Once dried the sawdust is coloured greys, greens, and yellows by the zip texturing method: viz, dried colours sifted onto the surface and absorbed into the surface by a liberal spraying of diluted Aquadhere.

Trackwork is fully ballasted using a proprietary brand of crushed rock, coloured grey and brown — and carefully mixed to gain the right colour. Again Aquadhere was liberally sprayed over the ballast to keep it in place.

Structures.

A great deal of detail went into the Woodend structures principally because their architectural detail and geographical placement lends so much atmosphere and originality to the scene.

Using plans kindly obtained from Vicrail, plus many trips to the site with camera and tape measure to gain a "feel" for the place, Graham constructed a beautifully detailed station building and platform that is the focal point of the layout.

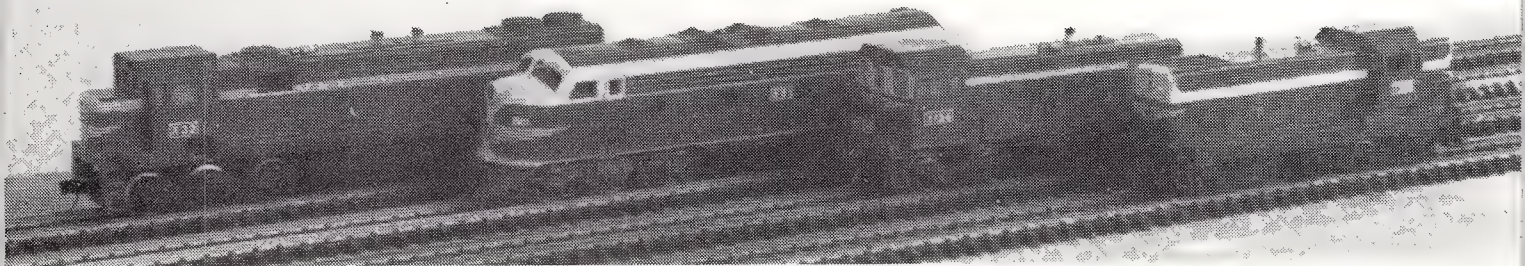


Graeme Brown, designer, constructor and operator of Woodend at the centralised control panel.



A ballast train parked in the 'Down' siding at Woodend. The 'NN' hopper was built by Bob Dunn while the rest of the train was built by Peter Eisenhut.

Continued on page 36



V.R. DIESELS IN N SCALE

Part 1 by A.K. Scott

Thinking of building a diesel in N scale? This two part article describes how to get started then gives practical solutions that apply when you kit bash diesels.

This article is directed primarily towards the newer modeller, the person who is contemplating building his or her first locomotive in N scale, but who is uncertain of many aspects that the job entails. It is especially directed towards such people who live in isolated areas away from railway installations and who therefore, have no access to the real thing, nor even to first hand advice from more experienced modellers. Many people too, may not know a great deal about railways at all but, nevertheless, want to build faithful representations of the prototype.

This was the situation I found myself in about three years ago and consequently, my move into N scale modelling was a slow and painful process. Thus this article is supposed to turn into the kind of advice that I was looking for at that time, and I hope that it will assist others to overcome a few of the difficulties that present themselves when first starting to build models in N scale.

The Main Problems

The two biggest problems to be faced when building in N scale are:—

1. How to obtain data (dimensions, etc.) about the prototype;
2. Which commercial models are best suited for conversion to particular locomotives.

The first point is one that is common to all modellers, whatever the scale. But in addition to obtaining the basic dimensions and so forth, it is always necessary to have some means of ascertaining all the smaller details of the loco being modelled. If you can't see one in the flesh you thus require a copy of the 'V.R. Diesel Pictorial' (advertised in *AMRM*) which is worth its weight in gold for the photographs it contains. You also need V.R. outline drawings of the stock you intend to model. These can be obtained by writing to the V.R. Public Relations Department in the V.R. building in Spencer Street, Melbourne. Another useful addition to the library is 'An Australian Diesel Locomotive Pocketbook' which gives data on road numbers as well as a photo of each diesel in Australia, although it's a bit out of date for Victoria, since the C class and the second generation of X class are not listed. It is also advertised in *AMRM*. And of course keep your eye on *AMRM* itself because you might even get a V.R. drawing in it one day if the N.S.W. stuff can be squeezed out (I had to put that in, Mr. Editor. Actually we got an S class recently, didn't we?).

The second problem exists because there are no commercial models built to Australian

outline in N scale (except one N.S.W. steam locomotive). This causes special difficulties for people living in the country since you can't simply walk into the local hobby shop, measure up all the models and select the one that suits. If you have a hobby shop at all it probably keeps a rather limited stock. The best I can do, therefore, is to list the commercial models which I used, to save you the trouble of finding out the hard way.

S class	Atlas E8 (now known as Rivarossi)
B class	Atlas E8 (2 bodies required for best results)
X class	Minitrix U-28
H class	Minitrix Fairbanks Morse switcher
T class	" " " "
Y class	" " " "
W class	Possibly try the Grafar 0-6-0 tank

The Atlas (Rivarossi) SW 1500 may also be suitable for the H, T and Y classes, but I'm not certain.

The assumption in the above of course is that you will be using the proprietary item as the basis for your model and modifications will be made to the chassis and body. The problems in building an N scale loco completely from scratch would be quite considerable and won't be considered further.

By the way, if anyone knows of other models that would suit V.R. locomotives I would be grateful for the information.

Other Requirements

This section is for the modeller about to attack his or her first project. If you've already made one model you won't need to read this.

There is a brief description of the minimum requirements you will need but you should keep in mind that they are personal preferences only and may not in fact be the best available.

Materials:

- * Plastruct styrene sheet in .010", .020" and .030" thicknesses;
- * Plastruct styrene tubing in 1/16", 3/32" and 1/8" diameters;
- * Slater's Plastikard Microstrip .010" x .020";
- * Plastruct Plastiweld, and fine brush for application;
- * 5-minute Araldite;
- * Humbrol paints;
- * Mn'J decals (greatest thing for N scalers since sliced bread);
- * Kadee couplers, No. 1023.

Tools:

- * Razor Saw. X-acto is a good one because of its very thin blade;
- * Knife. A Stanley Knife with a fixed blade is quite adequate. Make sure the blade in your knife doesn't wobble;
- * Files. Thin rat-tail file, fine flat file, tapered flat file;
- * Calipers. Extremely useful, although may be a bit expensive;
- * Measuring Scale. A good quality draughtman's scale, such as Staedtler or W & G, marked in 1mm divisions;
- * Straight Edge. Essential for cutting. Aluminium ones are nice and light;
- * Tweezers. The wife's eyebrow tweezers that have flat ends and offset blades are very handy.

Light:

This is very often overlooked but you would be surprised what a difference a good light makes when doing fine work.

Patience:

I think this is the most important requirement of all because without it you will bungle the job for sure. In the planning stage you must check and re-check the way you intend to butcher your bought model so that you don't chop off the wrong bits. I usually spend at least a week drawing sketches of the way I intend to saw and file the model. Then, in the construction stage your patience will really be tested when you cut out a detailed piece of styrene only to find it's out of square, or you're itching to get on with the model while the glue or cement hasn't really hardened properly. Very trying! Go away and do something else for half an hour.

You just can't rush N scale construction because the tolerances are so incredibly fine. Quite often your eye will tell you that a piece is not right even though the scale won't. Then you must remove that fine whisker off one side with a couple of strokes of the fine file and check it again. It's a very slow job really and I guess I take at least 40 — 50 hours per model.

Philosophy of Modelling

Quite obviously in N scale you can't produce an exact scale replica of the original, so you can't do the rivet counters' trick. Thus you must compromise and be satisfied with an approximation to the prototype, and in this regard my feeling is that if it looks right then it's a reasonable model. This philosophy refers mainly to the properties of dimension, proportion and squareness, the latter being surprisingly hard to achieve sometimes. A

millimetre or two of extra length is not going to worry anyone because no-one can tell it's incorrect without getting out a scale and measuring the thing, but an angle that's not square can be picked up immediately by the eye alone.

Detail is something else — you can put on as much as you want or as much as you are able.

Construction

Having said all that, let's look at the construction of the locomotives. Actually, I've only produced a B, T, Y and X class so far, and made an abortive attempt at a W.

The descriptions that follow are not detailed for the simple reason that they would fill a book if they were. Instead, they give the general line to follow but with special mention of important or tricky steps. The precise sizes of pieces and so forth are not required here since you must have the outline drawings by your side before you start, and these will give you all the dimensions.

I must tender an apology before we start however. Since I am writing this some time after the models were made (up to 3 years afterwards in the case of the B) I can't remember all the details of the body or chassis of the original bought models. This means that I may unintentionally omit some steps, but I think there will be enough for you to go on.

First of all, a few hints and general points that are applicable to all the models.

1. Remove all detail such as horns, window glazing, lights and handrails before starting work.

2. Remove existing paintwork by soaking the stripped body in brake fluid for 1 to 3 hours. Assist the process with an old toothbrush and a pin for the corners. For this hint I must thank Bill Bolton for his article in *Issue 82 of AMRM*.

3. Make up spacers of balsa wood to fit exactly between the hood sides and cab sides so that when you put pressure on these parts (e.g. when sawing or gluing) they will not collapse. This is essential.

4. Most models that are bought are a bit too high for Australian prototype. My first model was the B class, and since its height was dictated by the height of the E8 body I had to live with it. The T class was next and its height was determined by the size of the motor. As luck would have it, both locos are exactly 5% too high. I therefore make all locos 5% higher than the correct dimensions in order to retain relativity between them. The additional height is quite unnoticeable.

5. Number boards are made from 0.010" styrene and MnJ decals. Cut the styrene a little oversize and paint one side V.R. Blue. When dry, apply the smallest rectangular decal that will accommodate the proposed locomotive designation, then apply the individual letters and numbers on top of it. Carefully trim the styrene back to the size of the rectangular decal by placing the knife blade on the styrene and parallel to it, then forcing downwards. Do not drag the knife tip across the styrene as this may dislodge the decals. Touch up the freshly cut sides of the styrene with blue and later cover all with Humbrol matt varnish (No.49).

6. Windows. My window glazing is a clear plastic, but rippled on one side to make it semi-opaque. It is in fact the plastic sleeve that contains newly purchased Staedtler scales (such as mentioned earlier in this article). It's hardly worth having clear glazing in N scale since the interior of most cabs is full of motor or chassis.

7. Mesh grilles are made from woven nylon mesh that is used in sieves in the mineral exploration and processing industries. The holes in the mesh are less than 1/100th"

across; this particular size is known as 80 mesh. It can be obtained in 8" square sheets from Strength Mining and Exploration Supplies, 81 King William Road, Unley, South Australia 5061.

8. V.R. colours. The recipe for V.R. Blue has gone forever, since it was made up three years ago on the spur of the moment. Basically, though, it was a dark blue with a smidgin' of black in it. Fortunately the one ounce bottle that was made up will cover another half dozen locos, so it doesn't really worry me—at least all the models will look the same, which is the main thing. The Yellow is No. 69 and this matches fairly well with the decal lining. Black for bogies and fuel tanks is a mixture of two parts Humbrol matt black with one of black enamel.

9. All my locos are fitted with Kadee couplers which look so much better than the commercial variety. Kadee now have coupler conversion kits on the market especially for the Minitrix Fairbanks Morse and U-28, and it may be worthwhile investigating these (see *ads. in AMRM*).

B CLASS

As already mentioned, two E8's are better than one. So perhaps you might have to wait a few years for this one. But it is such a beautiful locomotive with its smooth graceful lines at either end that I had to make it first.

The Rivarossi seems to be the only suitable commercial model available as its wheel spacing is fairly close to that of the prototype, as shown in the following table (all measurements in millimetres),

	Model	Prototype
Wheel spacing	13.2	12.6
Bogie spacing	approx. 80	65.0

But it has its shortcomings. The motors on mine have inexplicably lost power after a year or so and the current pickup is not the best. However, it still gets around the track.

In order to get the pilot, the No. 2 cab and the chassis all in their correct positions relative to each other, start by attaching the spare pilot to the rear bogie using the front bogie and pilot assembly as your guide to

distance and height. Fit the Kadee couplers at this stage too.

Next, file the No. 2 end of the chassis to accept the new cab. You will find that there is only just enough room here and you may even have to file a portion of the head of one of the motor retaining screws.

Now cut the required length out of the chassis and bring it down to the correct dimensions, remembering to allow for the thickness of the cab at each end. Fortunately the cuts I made went through the middle of all four body retaining lugs on the side of the chassis so that when the chassis was re-assembled I was left with two whole lugs, one on each side. This was fortuitous at the time but you should be able to do it intentionally because it is most desirable to have these two reconstituted lugs intact.

The two chassis pieces can then be cemented with 5 minute Araldite or similar strong adhesive. I supplemented this with a thin nut and bolt through the fuel tank and this also looked after the problem of non-conductivity across the cemented joint. If you don't like this idea try a thin piece of brass strip perhaps attached to the motor at one end and bent to press like a spring against the other.

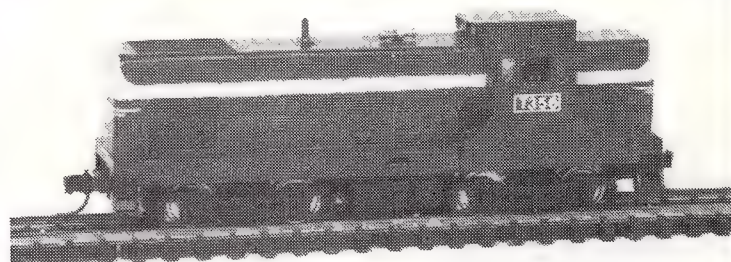
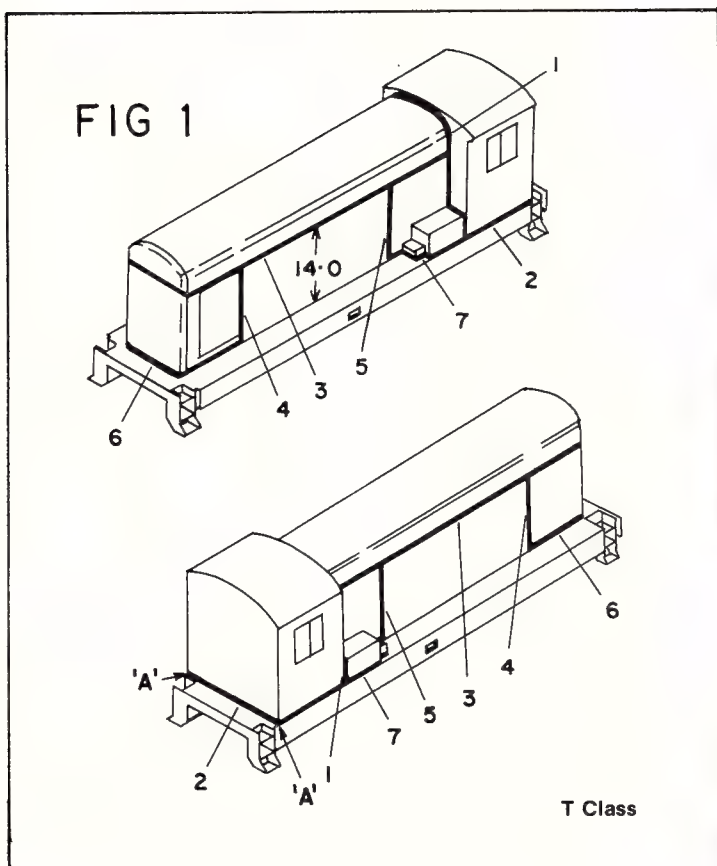
Cut the cab off each body just behind the cab side doors. Make sure you saw straight because you can't file any of the door off. Fill the lower headlight at each end with Araldite and then file smooth when hard. Separate the roof sections from the sides by sawing along the roof itself about 4.5mm in from each side. Save all the roof fittings. (In fact, never throw away anything from a model — you may well need it for another project.)

Now prepare to cut one side off each original body (I'm sorry but I can't remember if they were both lefts or both rights) to such a length that they will fit between the cabs to form exactly the right length of body overall. But before you do, decide on the part of each side that will be required — I think you will be able to cut each side so that you have to drill only one new "porthole" and fill only one old one. The new "porthole" can be drilled with a 1/8" bit and enlarged to 3.4 mm with the rat tail file, but mark the exact centre first by using a pin as a miniature punch. Fill the old porthole with Araldite and file smooth when fully hardened.



B Class





The roof is simply made up of the right fans, ventilators, etc., in the right place, with the curved sections in between being filed to shape from styrene blocks cemented in position.

Shorten the fuel tank fairings and cut new holes for the body retaining lugs to fit into. Fill the old holes.

It's hardly worth altering the bogies to match the prototype since the operation would be rather tricky and probably not worth the trouble.

A bonus with the E8 is the lighted number panels at each end are just big enough to squeeze in the number decals on the clear plastic inserts, especially if you choose a number with a figure 1 in it. But don't be in a hurry to do this; it takes hours to complete the four panels.

T CLASS

My T class is one of the earlier models (Nos. 347-366) with the high short hood and raised cab. The commercial model used is the Minitrix Fairbanks Morse switcher. The table below shows that this model's basic dimensions are very close to those of the prototype.

	Model	Prototype
Wheel spacing	15.1	15.3
Bogie spacing	42.2	43.3
Body length	79.6	79.7

The first task is to cut the chassis down to size. Remove the motor from the chassis and saw or file it along the top so that it is reduced to a height of 14.6mm. In doing this you will lose the thin piece of metal above the motor and the two ends of the chassis will now be joined only at the bottom by two very small sections of metal. Treat the chassis tenderly so that it does not break at either of these

points, like mine did. (It is currently held together with nylon fishing line.)

File down the side of the cab area so that it will fit inside the short hood. Also file the chassis section between the cab and motor to a width of 8.4mm to accommodate the narrower part of the long hood. This extends for a distance of 7.0mm out from the cab.

When replacing the motor, the contact strip for the top brush will have to be bent downwards to make contact with the chassis again.

Alter the shape of the fuel tanks to that of the prototype. A start can now be made on the body by cutting along the lines shown in Fig. 1. The numbers indicate the order in which the cuts should be made. Be sure to use packing pieces between the hood sides to prevent damage, and take care with the body after making all the cuts as it will be rather fragile, especially at the points marked A. Clean up the saw cuts and take particular care to get all edges square.

Commence rebuilding by filling in the gap in the footplate with 0.030" styrene. Then add the sides of the long hood, with radiator grilles, at the front of the loco, and then the front panel itself. This latter can be seen to consist of three faces — a narrow central one and a sloping face either side. To make it cut the whole front from one piece of 0.020" styrene and make saw cuts at the back of the sheet halfway through, in order to bend it.

Cement the sloping panels of the long hood adjacent to the cab in such a way that the hood is narrowed by 0.75mm on each side.

Fashion the top of the long hood, again with a grille near the front, and cement it inside the hood sides, flush with the top of the sides. Make up a complete short hood, the end of which is similarly shaped to the long hood end.

The cab is a rather delicate structure since it was constructed from 0.010" styrene, and a fair proportion of it is window. Thicker styrene would be easier to work with, but it doesn't look so good around the windows. Each cab end, which consists of two doors

and the top central windows, can be cut out in one piece if you are very careful. The sides are also cut out complete with staff exchanger openings and the lot is dry assembled to check for size and squareness. If alright, cement the ends in position and then the sides.

If you can't cut out the windows without breaking the thin sections of frame between them each time, you will have to make the frames from Microstrip. This is an equally tedious job but I don't see any other way around it.

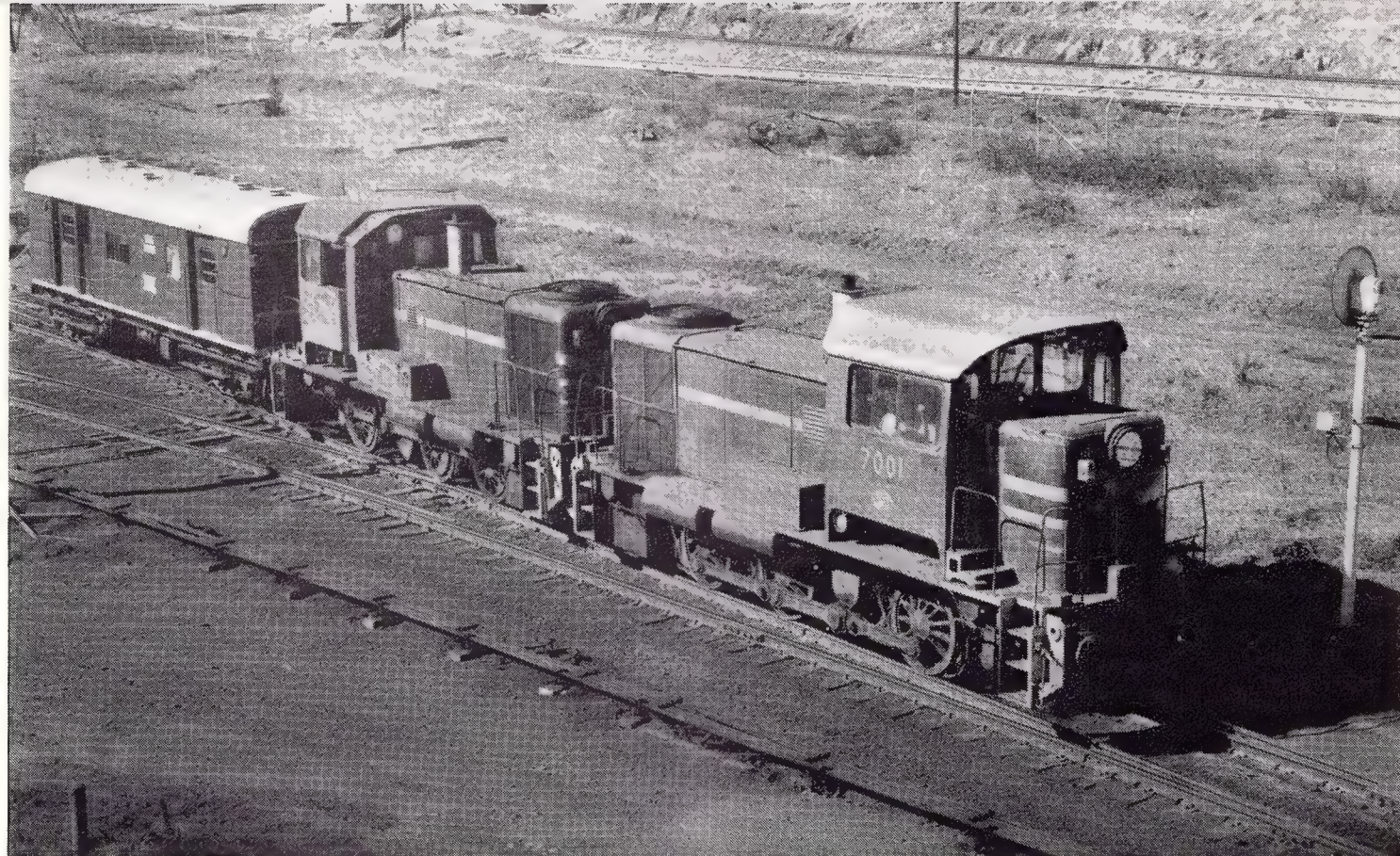
Before attaching the roof or putting glazing in the windows, paint the cab, not forgetting the sides of the window frames. After the required number of coats have been applied, cement the glazing in place.

The roof must be made from 0.010" styrene sheet — any other size is far too thick (0.010" of course is roughly equal to 1½ scale inches. That's quite a roof!) Cut out the roof and carefully make two saw cuts on the underside where the roof angle changes. Then see if it fits. If it does, you are brilliant; if it doesn't, make another.

Add the horns from the Minitrix loco, the number boards on the cab sides, handrails (made out of 8 amp fuse wire if you're a glutton for punishment), and exhaust stack from 1/16" styrene tubing.

Well, that's how my T class was constructed. There are of course a few differences from the prototype. One is the width of the steps which are just too finicky to alter; another is the lack of lighted number boards at each end of the loco and the third is the lack of pilots, although these are virtually impossible to incorporate when the couplers are attached to the bogies. However, it's good enough for the time being and certainly looks like the real thing. I may get around to improving it at a later date as I have just done with the Y class.

To be continued.....



Twin 70 class, 7001 and 7003 leave Port Kembla North yard with GHG van to pick up some loading at nearby Cringila yard on August 19, 1975. Photo Leon Oberg.

THE 70 CLASS DIESELS

article prepared by Phil Collins

August 15th, 1960 was the day on which class leader 7001 was delivered to the custody of the N.S.W.G.R. by its builders, Commonwealth Engineering (N.S.W.) Pty. Ltd., at their Granville plant. Nine more followed with 7010 being delivered in May of the following year.

The class introduced a number of firsts including being the first true diesel hydraulic locomotive (Comet Power Cars excepted) in N.S.W.G.R. service, first use of the Caterpillar D397 engine in a rail mode in this country, the first diesel hydraulic built by Comeng and probably the more significant point, the first use of radio control in locomotive use in the N.S.W.G.R.

The class were ordered with a clear and precise purpose in mind, for use in the Port Kembla-Wollongong area for shunting and transfer work. In service they replaced an odd assortment of steam tank locomotives of the Z18, Z20 and Z26 classes, all of whom were in excess of sixty years of age. Some similarity in motion was retained, that is they shared with their predecessors the six coupled driving wheels. An interesting aside on this point comes from an enthusiast's young daughter who came home from school in 1976 and told her father, "Daddy we had a steam engine on the school train today."

The design of the 70 class was conventional European concept of the time, that is the transmission driving a jackshaft which is in turn coupled to all wheels via side connecting rods. The crank pins are fitted with S.K.F. self aligning bearings and the axle boxes are also fitted with S.K.F. bearings. The 48" diameter wheels are counted weighted as on a steam locomotive and the centre pair are flangeless. One might say a true transition locomotive so as to "phase in diesel power."

Structurally they used a simple plate frame

with a sheet metal cab, with a long and very short hoods on either end. The 2,493 cu. in Caterpillar V12 engine is mounted under the long hood, along with the cooling fan and belt driven Westinghouse compressor. The radiator of necessity has to be extremely large with respect of engine size due to the low speed work, and therefore low fan speeds.

The hydraulic transmission, Voith L37zUb, works through a Deutsche Getriebe SWB37z-2 final drive unit. Cardan shafts link engine and transmission and final drive. The compressor supplies air for the loco brake system, straight air system, and the auto-air brake system for loco and train brakes.

The cab, although small, contains duplicated controls on either side to facilitate two way operation. Controls are simple and include independent low and train brake controls and throttle and reverse levels. All gauges are on the control desk. No vigilance control system is fitted. The loco is fitted with an automatic shut down on engine

overheating.

Design of the cab incorporates sun shielding hood overhang, safety glass and fore and aft windscreen wipers. Cab doors open to the short hood only where there is provision for a shunters platform and handrails. The cab also contains a clothes locker and food locker. Twin air horns are fitted under both cab overhangs.

The class still retains its large circular headlamp, probably because the improved lighting provided by the newer twin sealed beams is not required. However a number of other modifications have been carried out over the years. Most important modifications being the beefing up of the side rods due to bending and snapping of the original design. This was first introduced in February 1963. One month earlier saw the introduction of modified cab windows.

The exhaust stack was also modified beginning in 1967, the current one being a false outer containing two internal silencer pipes. The side marker lights were also

70 CLASS — TECHNICAL DATA

7001 — 7010

Engine

H.P.

Transmission

Final Drive

Axle Load

Total Weight

Continuous Tractive Effort

maximum speed

Wheel Diameter

Wheelbase

Length (over headstocks)

Length (over coupling faces)

Height

Width

Delivered 15 August 1960 — May 1961

Caterpillar D397, turbo charged 4 stroke, V12

580 with 550 available for traction

Voith L37zUb

Deutsche Getriebe G.M.B.H. SWB37z-2

16 tons

48 tons

25,300lbs. at 6 m.p.h.

40 m.p.h. (20 m.p.h. in low range)

48"

14' 6"

30' 6"

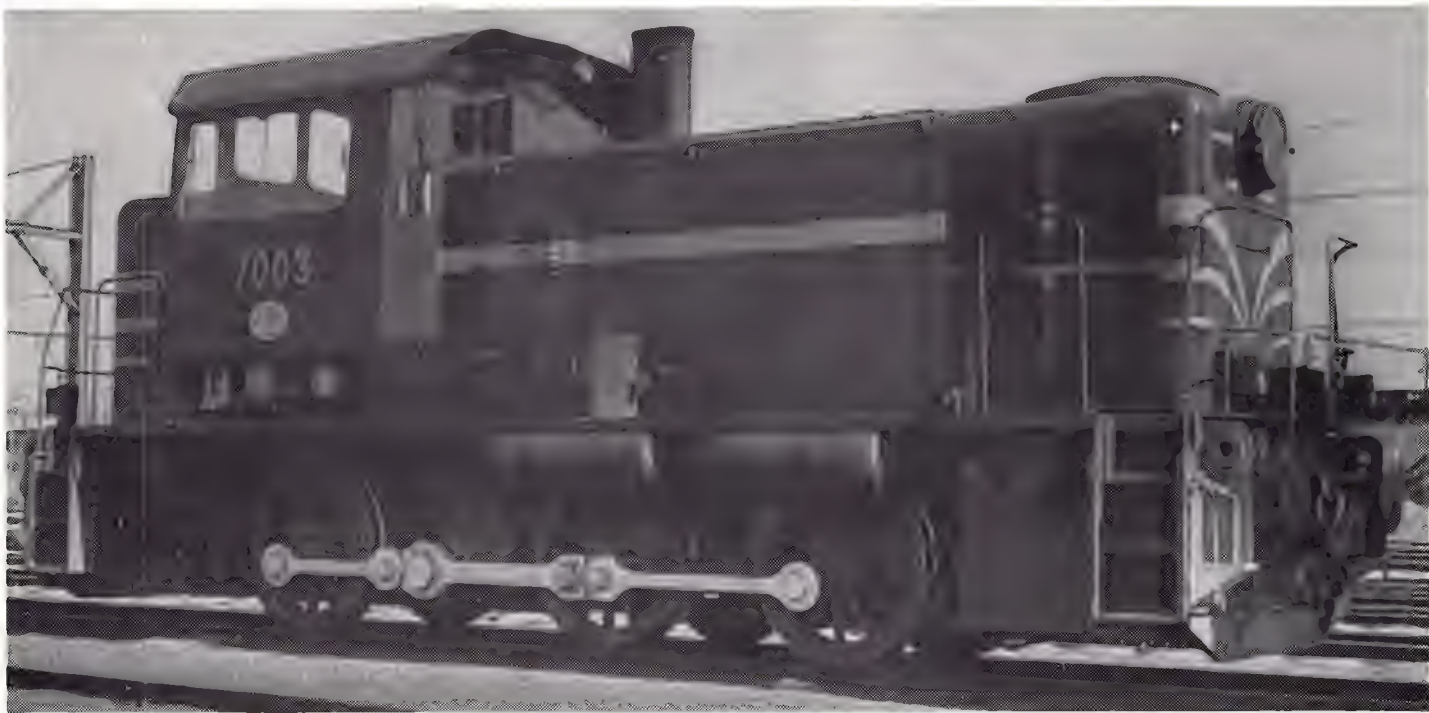
33' 4"

14' 0"

9' 0"



As delivered, 7001 and 7003 pose for official photographs. N.S.W.P.T.C. photos.



repositioned from a bracket attached to the pilot to a position adjacent to the headlamp. This was made necessary due to the original position being immediately above the lifting lugs. When required to be lifted by a crane the lifting cables invariably removed the marker lamps.

In service they have given little trouble once the initial teething problems were overcome. The entire class of 10 units is based at Port Kembla for inspection purposes and this depot is also their running shed. Overhauls at Eveleigh are only carried out when the job is beyond Port Kembla. When first delivered they were based at Delec as the new diesel facilities were not ready for occupation.

While at Delec they were used on shunting

and transfer work. The latter was the predominant use and in this role they worked in multiple. The Botany branch was a regular roster and other rosters to see double 70 class were the Enfield-Central Employee Trains and Campbelltown, and I trust Glenleigh, coal workings with loads of LCH and CCH four wheel hoppers.

Transfers to Port Kembla began in December 1963 and all 10 were on station by the end of January 1964. The work load is now mainly on the Port Kembla Commercial network together with Port Kembla and Port Kembla North yards. However when first transferred to the Port, the roster only required 7 on day, 5 on afternoon and 3 on night shift. Accordingly, they were frequently loaned to Thirroul where they mostly worked

on transfers between Thirroul and the Port etc. In these roles they were not known for time keeping especially when rostered on the occasional local passenger. They probably have had to run to Bombo quarry and back but it would not have been a record breaker.

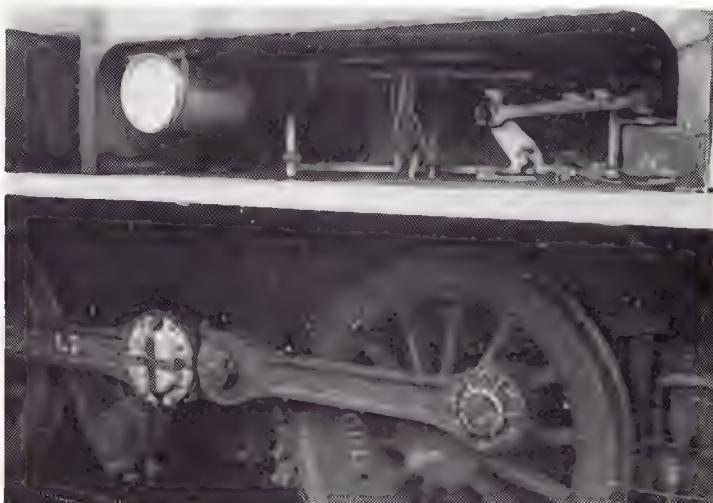
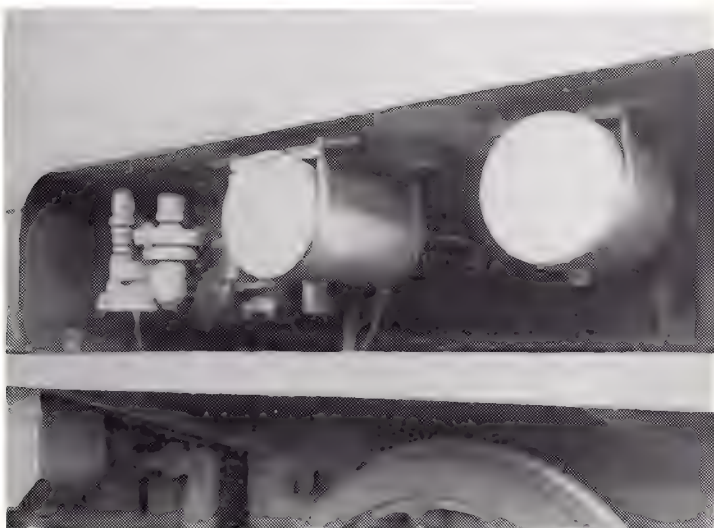
The most notable roster of a 70 class was the locomotive on a profile train to South Brisbane in 1963, not long before the transfer to the Port.

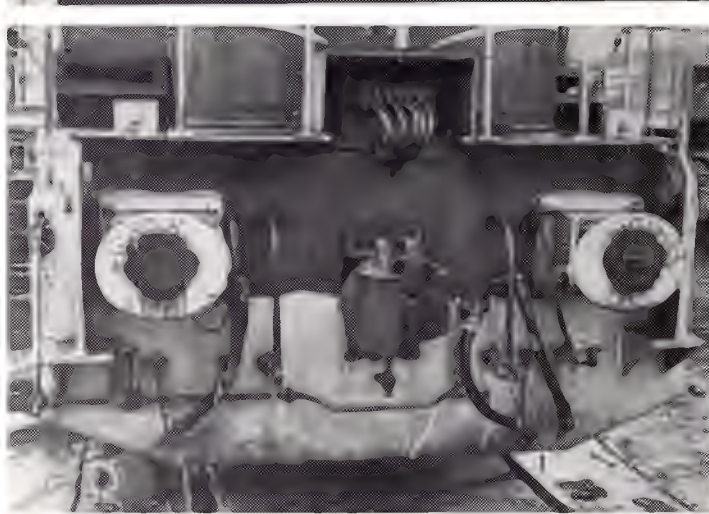
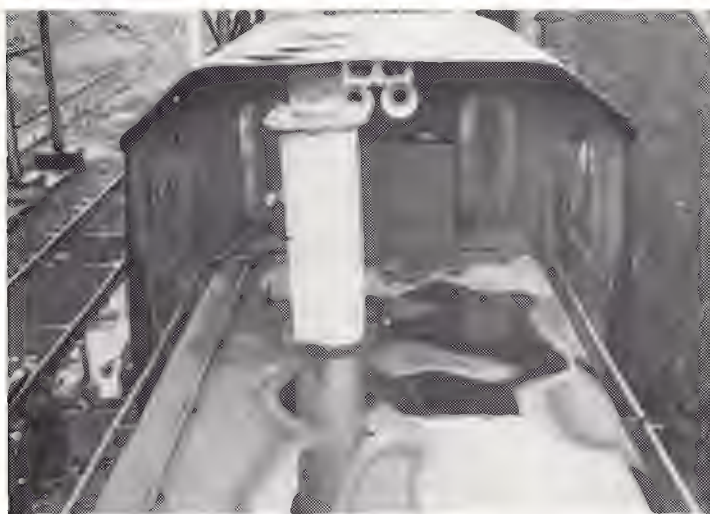
One wonders if ten locos of their power will be sufficient for Port Kembla when the new coal loader complex is completed and undoubtedly we will see more of the 48 class on 70 class rosters as time goes by. However the 70 class is still working well and there are no signs of them being withdrawn in the immediate future.



N.S.W.G.R. 70 Class

*All photographs were supplied
by Neil Graham.*





7008 At Port Kembla on a rainy afternoon.
Note the resited marker lamps, altered cab
windows and modified exhaust stack.

N.S.W.G.R. 70 Class

Acknowledgements:

*Railway Transportation
Modern Locomotives
(P.T.C. of N.S.W.)*

*Mr. Peter Neve
Mr. Graham Ball*

N.S.W. VEHICLE COUNTDOWN — 17

In 1975, the N.S.W.P.T.C. had 124 '4543' series suburban electric non-control trailer cars available for service. By 1978, only 98 vehicles of this class remained on the register.

Paul Rogers

HINT

When assembling MRC kits with windows, fill the glass section with moulding rubber, then when it is dry the model can be sprayed with an air brush. When the paint is dry the rubber is removed from the windows by using tweezers. This method of painting the model allows the model to be sprayed when it is assembled.

Peter Jenkinson

BUILDING A 'NEAR ENOUGH' 70 CLASS

A conversion using a JOUEF 8527 Loco, by Eddie Garde

This model is reasonably simple to build as it is a body modification, the running gear being OK to scale. It is built out of 30 and 40 thou. thick rigid styrene, (just under and over 1mm thick), some 1.5mm styrene, clear plastic for windows, bits of wire, etc.

Start by taking off the body and throw away, but keep the body fixing screw. As shown on the drawings, cut everything off the JOUEF chassis, from behind the buffer beam/plate, outwards. Cut out the new footplate as shown, to fit over the motor and glue into place on top of the JOUEF plastic chassis. When dry, cut out and fix both buffer beam/plates, fuel tank sides only: make up the steps etc., and glue on. The plastic plate holding the wheels in can be taken off and shortened, to enable the fixing of couplers, then clipped back into place.

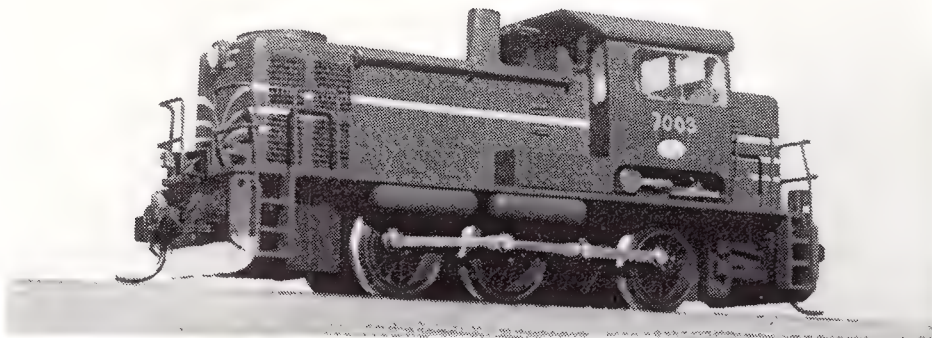
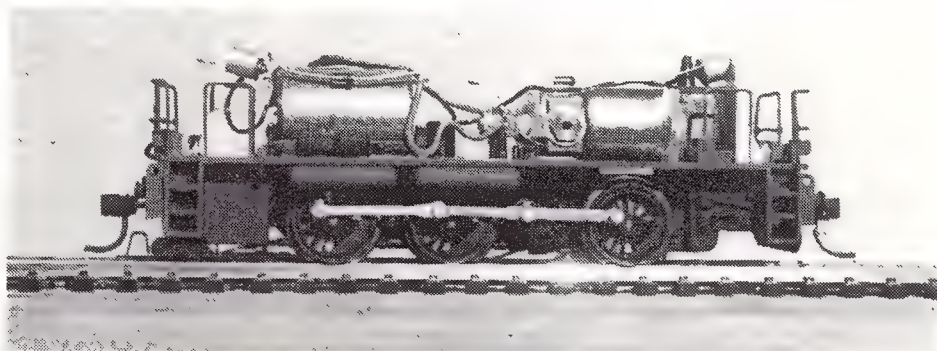
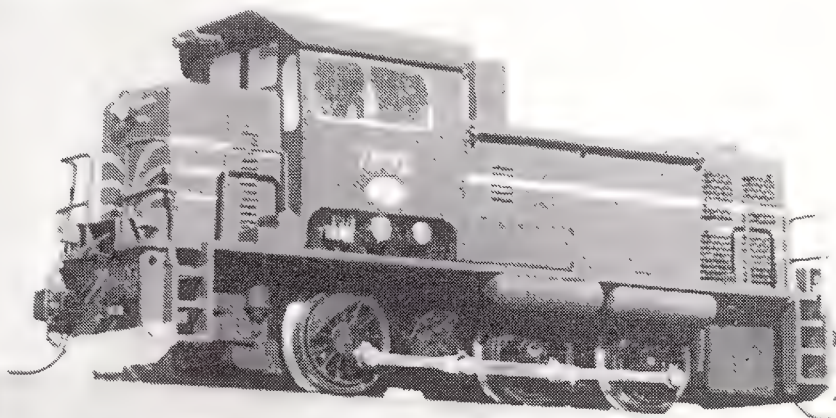
At this stage it may be a good idea to epoxy fix the weight into place so that the loco will sit level for checking heights etc. Next, scrap pieces of plastic will have to be glued on under footplate for fixing the couplers at the correct height. (I used KADEE No.16, trimming off the back of the coupler body so that the shank only projects through the opening). The buffers are made up of styrene and glued on, these buffers being the square, rectangular type body with oval buffer heads.

Make up the little covers for the multi-unit plug leads and fix on, as these cover boxes can be used to locate the body in the correct position on the footplate. The covers are made from about 10 thou. styrene with 1.5mm for the back. The lifting brackets are made from 30 thou. styrene with the little splayed inverted "U" section made from 10 thou. styrene.

Cut out the body sides as shown; cut out the openings for the grilles at the front and add the backing pieces. I used a fine pottery mesh but a fine tea strainer, which would be better, could be used. (See the article on the 421 class in AMRM, issue 91). Score the styrene for the access doors, glue on some 10 thou. styrene for the louvres and cut out the louvre shape when dry.

The body is made up by lining up the front and rear cabin pieces with the sides and gluing together to dry. Glaze the cabin front and rear before gluing to the body sides. Add the body front and back, top, cabin sides and side windows. Paint the inside of the cabin before fixing the roof. The fan housing on the top is a ring cut off a plastic pill bottle, filled in with a layer of styrene after fixing, to support a piece of mesh glued in over the top. Fix round pieces of styrene on for the headlights, drill out and file to size, then glaze with clear plastic. If worked out properly, the body should be cut out to fit snugly over the multi-unit lead covers, to locate the body back into the same place.

Care is to be taken to bend the wiring tabs of the motor in toward the driving band pulley and trimming off the inside of the new body at the join of the body side and cabin front, for clearance. Glue on the little box in front of the cabin on top of the body, behind the exhaust. The horn mountings are made out of 1mm thick styrene, and the horns themselves out of steel panel pins. Note that one horn is



longer than the other. Make up the single handrail on the body sides out of strong wire such as spring wire; fix to little brackets as shown, (Tinfoil or thin copper, brass etc.); drill the body and bend the lugs over inside and epoxy. Carefully solder the wire to the brackets after fixing.

The cabin steps are made up and glued to the footplate, not to the body. This is because of the handrail which is also fixed to the footplate. Bend up the footplate handrails from spring wire, solder the middle rail for the

ends and epoxy fix to holes drilled in the footplate.

The air reservoirs are made from broken knitting needles and epoxied into place. Glue blocking pieces under the top of the body so that when drilling for the body fixing screw, the head can be countersunk so that it will finish flush with the top of the body. Fix a pin, say 1.5mm, into the exhaust so that it will locate into the body and hide most of the body fixing screw. Finish off by fixing in wire for the multi-unit leads, side lights etc. I have

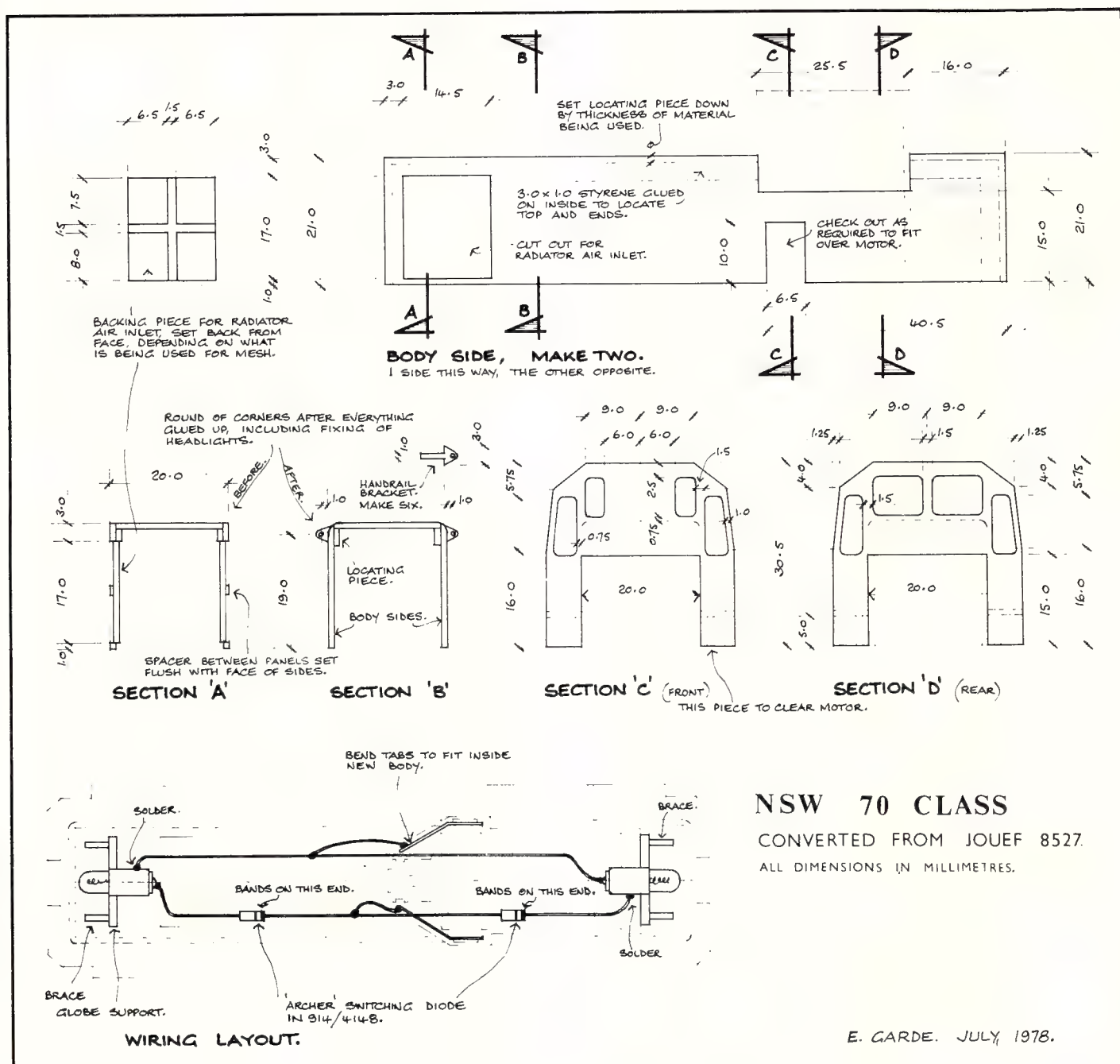
been advised that some of these locos were modified, so if making one, make sure you have photos for a particular loco and stick to it. (Viz. some have side lights at footplate level, whilst some have the side lights up on the body adjacent to the headlight).

If you wish to have working headlights, (the original only has one), for both ends, make up the bulb holding brackets as shown, get some LIMA globes because they are smaller, and some switching diodes from Tandy's. Wire up as shown on the diagram, but as a precaution, put some insulation tape over the weight to avoid any short circuits. (The switching diodes from Tandy's come in a packet of 10. I'm now going to use some to wire up my LIMA 44's to have a working headlight at the rear end).

The paint used was a mixture of Tuscan Red from Berg's, with flat red and brown added to take the gloss off the Tuscan red. I believe that models used indoors under lights should not be painted glossy. Flat yellow was used for the lining and numbers and black used for everything under the footplate. The lower section of the buffer plate was painted silver.



Now that I have some N.S.W. motive power, I'm going to get stuck into some rolling stock and guards vans. However, I've almost finished one of our old steam locomotives, of the U105 class, but that is another story.

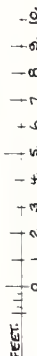


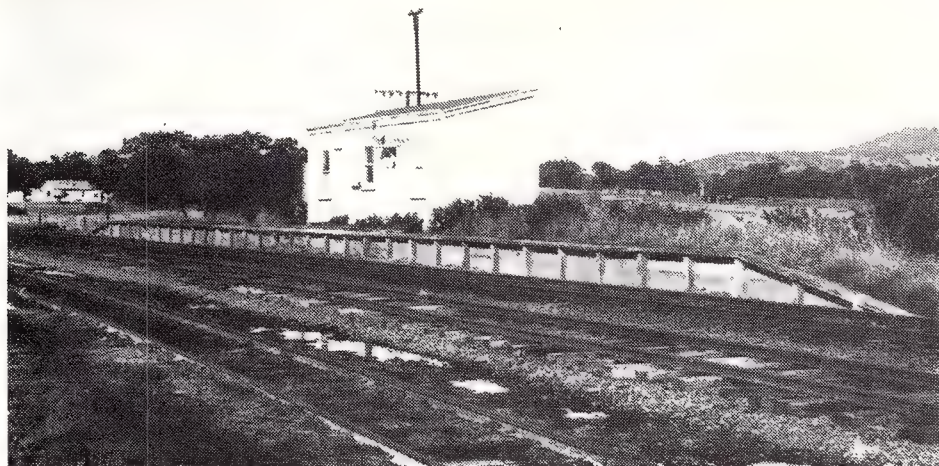


NSW 70 CLASS

THIS DRAWING HAS BEEN PREPARED FOR THE USE OF MODELLERS ONLY
AND MUST NOT BE USED BY MANUFACTURERS FOR PROFIT WITHOUT
WRITTEN PERMISSION FROM E. GARDE.

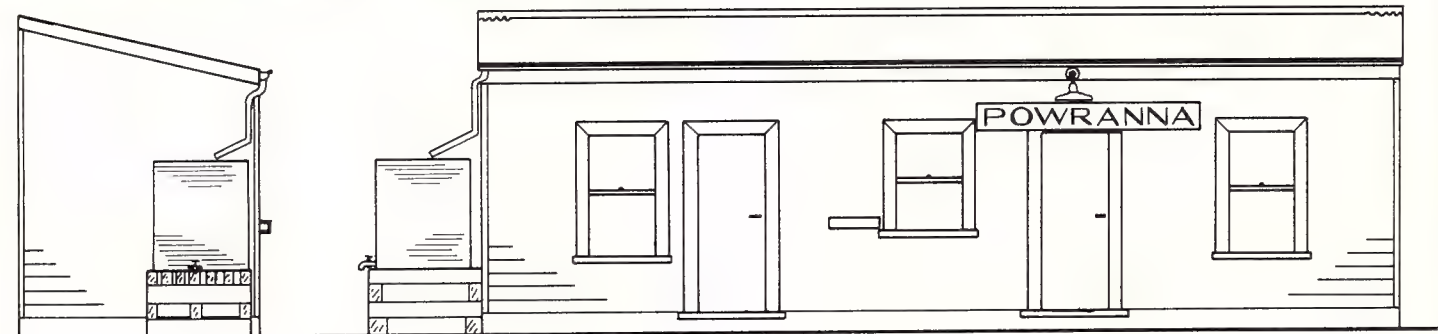
E. GARDE, JULY 1978.





POWRANNA

*This article was researched (in 1977),
photographed and the drawings
prepared by Tony Parnell.*



Powranna is a small country station on the main line between Launceston and Hobart, and while having a passing loop for main trains also has a stock race for loading cattle and sheep into stock wagons. The track plan shows the layout of the trackwork and the actual positions of the various structures. The station platform and the loading bank upon which the stock race is sited are earth filled with timber face.

The stock race and stock yards are fabricated from timber posts and rails, with an occasional rail post. Apart from the gates there has been no paint added to the raw timber which gradually became a natural weathered grey. The gates were painted white. Note on the plan that the centre gate has been omitted for clarity. This gate has a dual purpose in that it is used for the loading of sheep on the higher sheep race as well as used for the loading of sheep and cattle using the dock level race. The gates when open close the opening between the stock race and the stock wagons.

Powranna station building is a simple timber structure, with a sloping galvanised roof. The structure is lined with six inch weather boards which have been painted light green. There are no window openings in the rear or end walls. The fascia, window and door frames are white while the window and

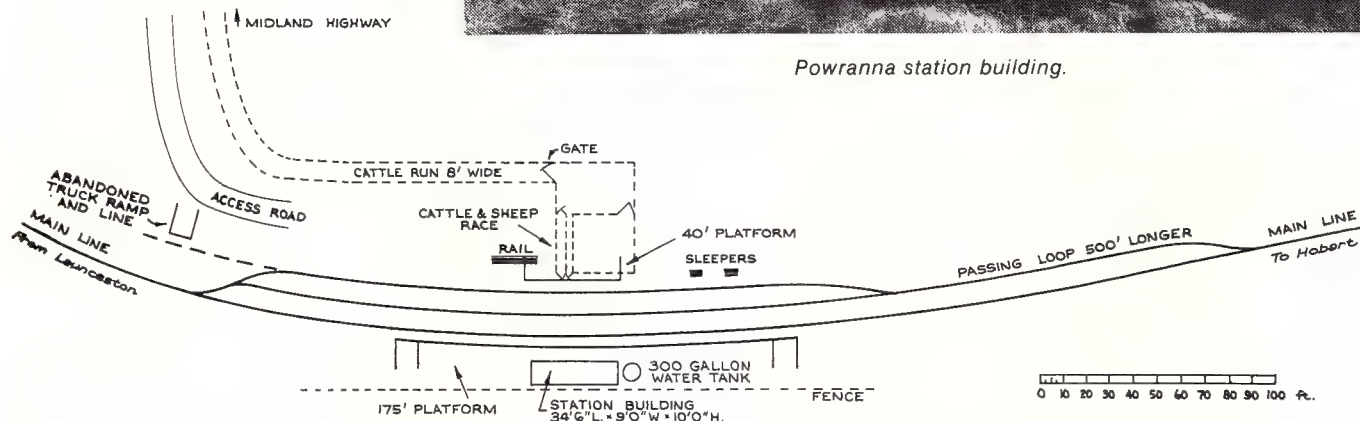
0 1 2 3 4 5 6 7 8 9 10 ft.

STATION BUILDING

Back and sides of building:— plain without windows
Construction:— 6" weatherboard sides — galv. iron roof.
Colour:— Light green walls with white window and door frames
White fascia — Black window and door sills.



Powranna station building.





Powranna station and stock run, which prohibits stock from straying while being driven from the highway to the stock holding yards.

door sills are painted black.

Powranna (in 1977) could see up to 15 trains a day, which is not as busy as some main lines in Australia, however the different type of trains and the consist, make up for the lack of traffic. Some of the trains and consist are listed below.

POWRANNA STATION — Train make-up in 1977

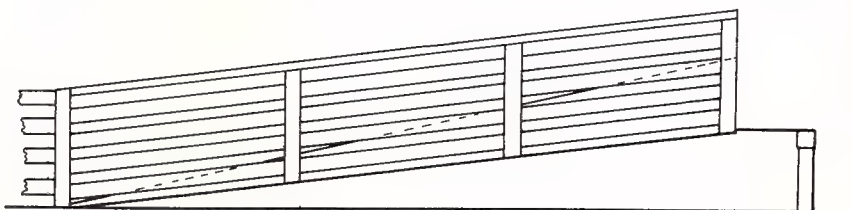
GOODS 3 Diesels (X class) plus 20 to 30 assorted four wheel and bogie wagons plus a guard's van.

LOG TRAIN 2 diesels (Z class) plus 20 to 30 bogie automatic couplered log wagons plus a guard's van.

TASMAN LTD. 1 diesel (X class) plus 1 (ACS) articulated carriage plus 1 (DA) passenger/luggage van plus 1 (DZ) luggage/guardsvan. (Holiday period — 2 diesel X class 2 articulated carriages, plus 1 DA van plus 2 DZ vans.

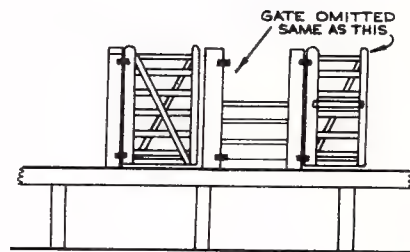
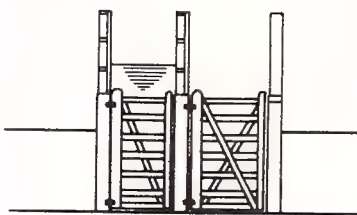
GOODS/COAL 2 diesels (Z class) plus 10 auto couple aluminium coal wagons plus a coupler converter wagon plus goods wagons and a guard's van.

SHEEP & CATTLE LOADING RAMPS



0 1 2 3 4 5 6 7 8 9 10 ft.

T.G.R.
A. PARSELL NOV 77



GATE OMITTED
SAME AS THIS

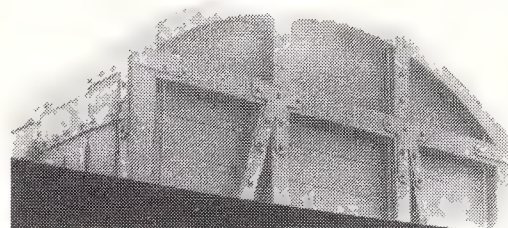
Rail side



Rail side view of the stock race.



View of stock race from the holding yard. The race on the right is at dock level while the left hand race rises to a higher level and is used for loading sheep into the top deck of sheep wagons.



'BD' ELEPHANT WAGONS OF THE W.A.G.R.

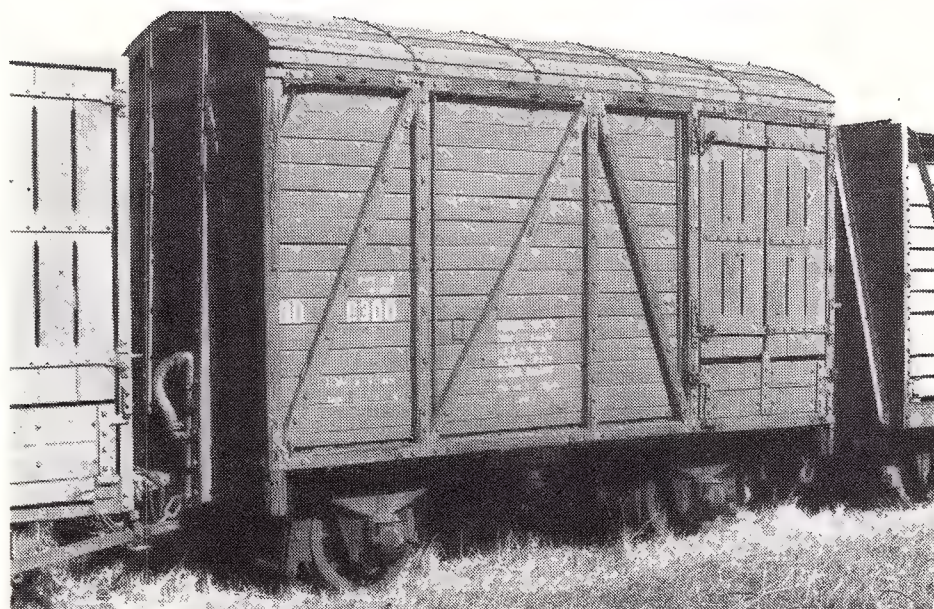
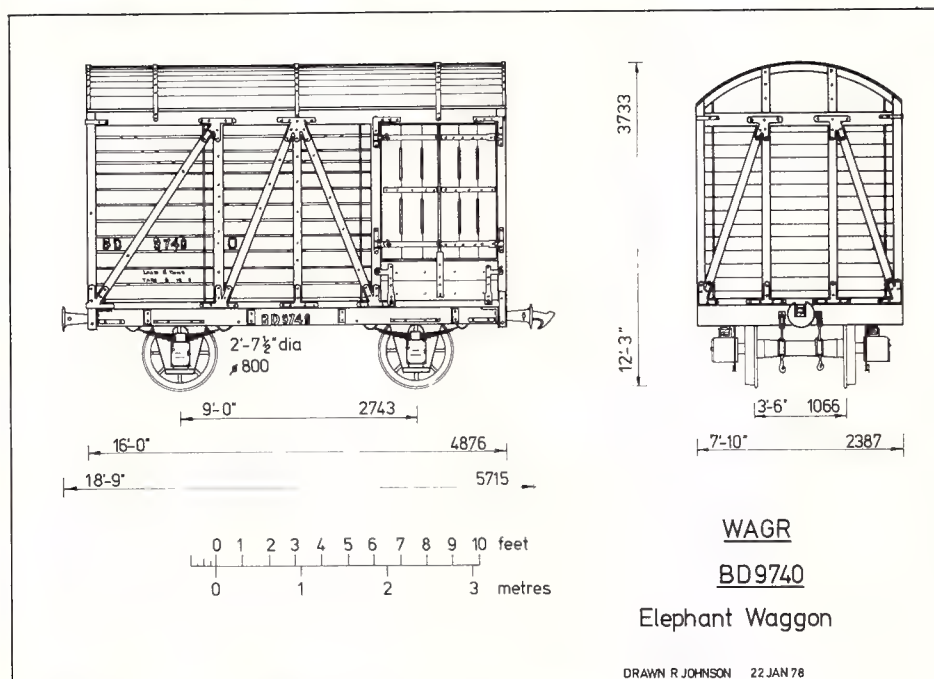
The 'BD' elephant wagons are a group of eight wagons which were converted from 'BD' stock wagons. It appears from the records that are available that the first conversion of the stock wagons into elephant wagons was in 1929 and, as can be seen from the list of builders dates and reclassifications, the wagons 7849, 7853, 10114 and 10115 would have been reclassified to a 'BD' cattle wagon before being converted to carry elephants. It is also interesting to note that some of the other wagons, in particular BD5858, which was the oldest of the wagons, was the last to be converted.

All of the wagons were originally built as class 'B' cattle wagons and are of steel frame construction with wood buffer beams. The body is of all wood construction with steel bracing. They were painted Indian Red with black underframe while the lettering was white.

They would probably have all been built by the W.A.G.R., but as the records are slightly sketchy confirmation can only be made of those as listed below.

The difference between the elephant wagons and the normal 'BD' cattle wagons was the raised rounded roof and the 4' 6" wide double doors instead of the 3' wide single door on the cattle wagon.

Joe Moir



Builder	No.	Builders Date	Re-classified to 'BD'	Written off
	B5858	12/7/1902	5/6/54	16/5/63
	B6300	1/4/1905	31/3/34	24/7/72
	B6313	1/4/1905	20/8/32	15/6/63
WAGR	B7849	11/11/11	10/12/21	24/7/72
WAGR	B7853	11/11/11	28/8/21	25/8/55
	B9740	21/12/12	26/11/32	24/7/72
	B10114	10/12/19	13/11/20	14/9/53
	B10115	10/12/19	13/11/20	17/9/57

The photographs illustrating the 'BD' elephant wagon show two units which have been modified a little differently to each other. BD6300 (photographed by Terry Verney at Bellville Yard in 1975) illustrates the unit with most of the side planking fitted closely together, while the photo of BD9740 shows the use of the timber planking with a little spacing between the planks. The photo of the end detail of BD9740 (photographed by Graham Watson at Midland in 1968), although poor in quality, illustrates a section of the bracing utilised on the end panels.

In the side view of BD 9740 note the silhouette of the vacuum brake cylinder and linkage hanging below the chassis.



This is how GM1 appeared at the time of its ceremony to mark completion of 3,000,000 miles in 1975. Photo at Port Augusta station by courtesy of A.N.R.

28 AND STILL GOING STRONG

How many of Australia's first generation diesels of any class are still all running; are all 27 or 28 years old; have all travelled at least 3,970,000 kilometres and can be seen regularly in three states of Australia?

by Hugh Williams

The answer of course is only the GM1 class diesel of the Australian National Railways (or the former Commonwealth Railways). There is no doubt that these Clyde built diesels from Granville in New South Wales are a part of a considerable success story, and this success must already rival, if not surpass, that of many of our favourite steam locomotives. It's true that Grandpa's axe story must apply to all of these diesels. You remember Grandpa's axe? The same axe has been in the family for generations, and it's only had one new head and three new handles! Well the diesels, no doubt, have had new wheels, bogies, diesels engines and traction motors, but the major part of the diesels would have been reconditioned and placed back in service. Perhaps I could mention that the major part of a steam loco, viz. it's boiler, was often replaced too.

To the casual observer, there have been few changes to the external appearance of the GM1 class of diesel since they first appeared. Perhaps the most noticeable changes include the replacement on some of the diesels of the pair of roof mounted horns with a cluster of chime horns set immediately above the headlight; and the installation of a grill above the first porthole in each side of the body. GM3 had a CL front end fitted after it had been returned to the builder following an accident. Certainly the colour scheme remains unaltered and has become truly a trademark of the Commonwealth Railways.

Their Introduction

While Tasmania beat everyone to the gun

with the introduction of their 600HP English Electric X class diesels to mainline service in August 1950, the South Australian Railways and the Commonwealth Railways were having something of a race to complete their respective 900 and GM1 class leaders. History of course records that GM1 undertook its first trial run in New South Wales on 24th August, 1951, while South Australia's 900 class was first to enter regular service in September 1951. As both diesels are now operated by the Australian National Railways, any argument regarding which system operated the oldest Australian built mainline diesel has, to some extent, been resolved. A total of eleven GM1 class diesels

were built and delivered in 1951 and 1952 and were an immediate success. They were capable of travelling the 1691 kilometres from Port Pirie to Kalgoorlie non-stop on a single load of fuel which weighed about 6 tons. A feat that steam locos were never able to achieve! On 6th October, 1951, a ceremony was held at Port Pirie where GM1 was named Robert Gordon Menzies in honour of the then Prime Minister.

When all eleven of the class had been delivered steam was displaced from regular mainline work on the Trans Australian Railway. In fact, the eleven diesels replaced something like thirty seven steam locos which were on the books in early 1951, and

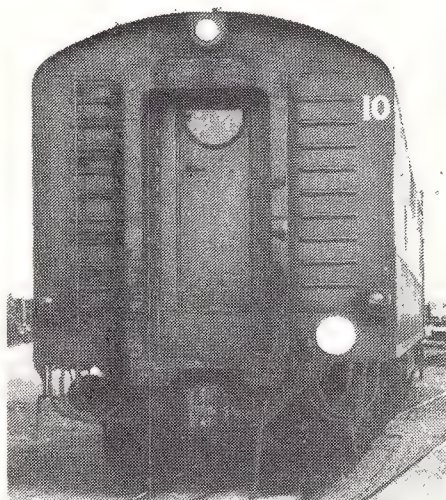
Distance Travelled

Part of the success story of the GM1's must include the high distances travelled by each member of the class. The following table shows the latest available distance travelled by each diesel at the time this article was written.

No.	Builders No.	In Service	Distance travelled Kilometres	Date on which dist. records
GM1	ML1-1	20.9.51	5,358,142	18.5.79
GM2	ML1-2	17.11.51	4,438,736	18.5.79
GM3	ML1-3	11.12.51	4,601,452	30.4.79
GM4	ML1-4	3.1.52	4,603,751	29.5.79
GM5	ML1-5	26.1.52	4,452,999	29.5.79
GM6	ML1-6	20.2.52	4,378,571	15.5.79
GM7	ML1-7	8.3.52	4,314,788	27.4.79
GM8	ML1-8	22.3.52	4,308,766	16.5.79
GM9	ML1-9	19.4.79	4,416,175	19.4.79
GM10	ML1-10	3.6.52	4,286,765	7.5.79
GM1	ML-11	19.4.79	3,978,088	15.5.79



These views of GM 10 shunting near the Port Augusta wharf in June 1973 are by Phil Curnow.



this was not counting the ten L class Mikados which were delivered concurrently with the GM's.

Their Use

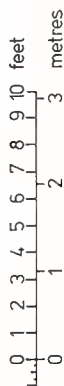
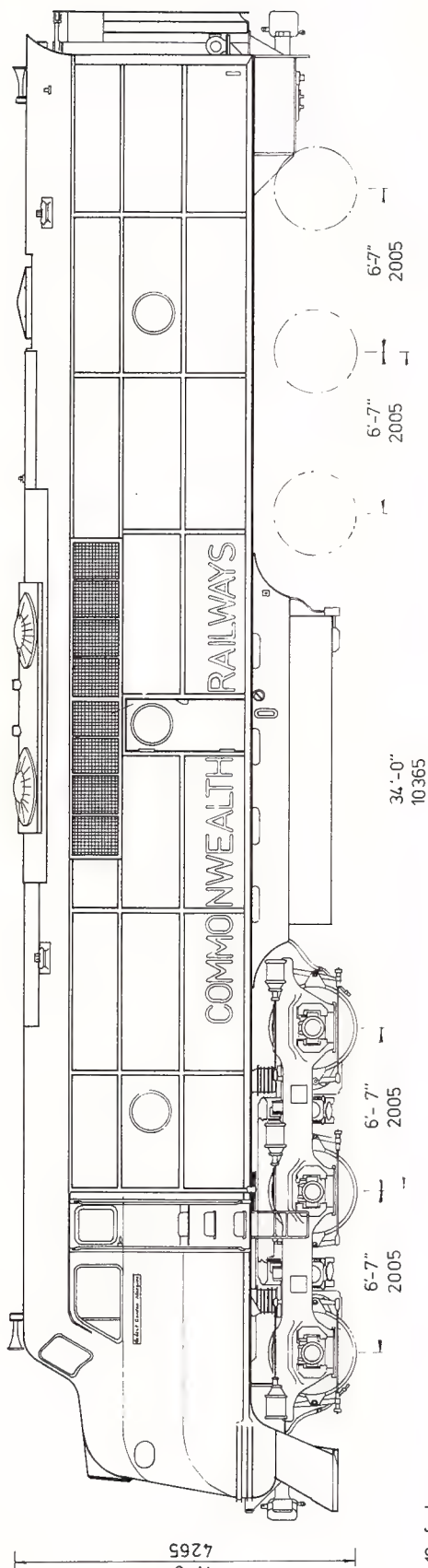
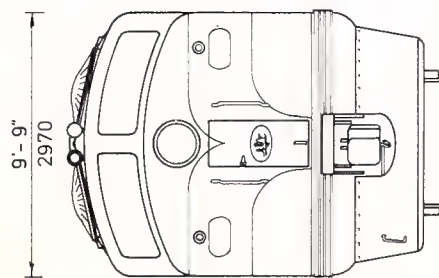
The GM1's remained the sole diesel motive power for mainline service on the Standard Gauge until 1955 (apart from a brief interlude by NSU 51). Even after deliveries of the GM12 class the original diesels continued to work both freight and passenger services across the Nullabor. Following the introduction of the much more powerful CL and AL class diesels, the GM1's appeared to have been relegated to the lesser duties of shunting. Following the absorption (or was it the amalgamation) of the former South Australian system into the Australian National Railways, some of the shunting duties carried out by GM1's were taken over by the former SAR 830 class. 830's have been reported as far afield as Parkeston, Marree, Whyalla and Port Augusta. At the time of writing this article (June 1979) the ANR reports that the GM1 class are being used almost exclusively on hauling passenger trains between Kalgoorlie in Western Australia and Broken Hill in New South Wales. GM1's have often been seen in Lithgow, however, and ANR and WAGR have reportedly reached agreement on the use of GM1's on the Perth-Kalgoorlie section of the Indian Pacific run. Here then is a good reason to model the GM1 class diesel. They can be seen regularly in three States, pulling the Indian Pacific express. Passenger cars constituting this train are readily available through hobby shops in all states. And who knows, GM1's may yet be seen running further afield if pooling operations, as reported in Railways of Australia "Network", come into fruition. Certainly the diesels will become a common sight on the Lithgow to Perth section of the standard gauge line.



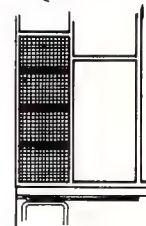
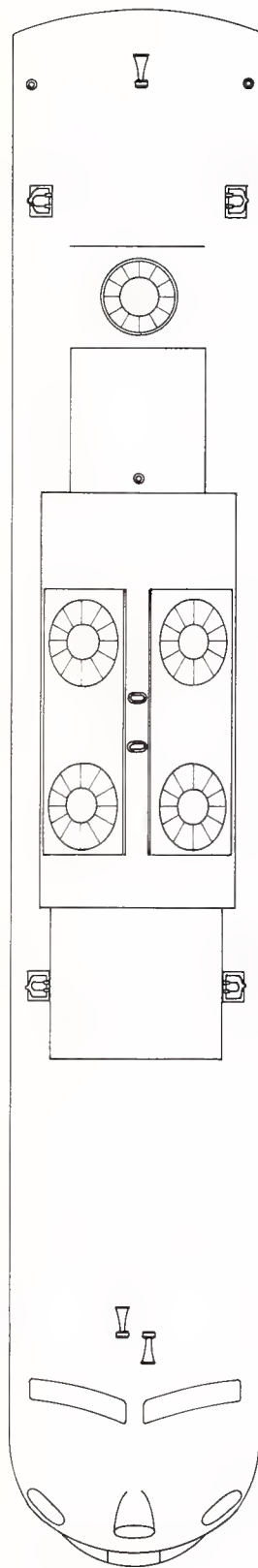
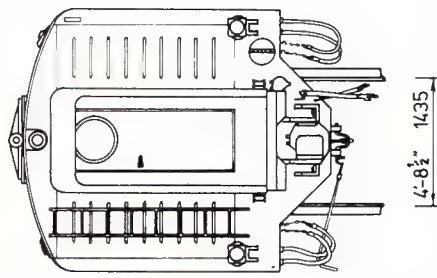
Vital Statistics

The power equipment used in the GM1's is similar to that used in their US counterparts, the F7 model diesel freight locos. Indeed the main components such as power plant, electrical transmission and control equipment, steel bogie side frames and axleboxes were imported from the U.S. As some specifications differ slightly depending on which publication one reads the table of details has been taken from the book, "Locomotives of the Commonwealth Railways" by Fluck, Marshall and Wilson:-

Wheel Arrangement	A1A-A1A
Engine (manufacturer)	EMD
Engine (model)	567B
Cylinders - number	16
Bore & Stroke	8½ x 10in.
Engine Output	1625 h.p.
Output available for traction	1500 h.p.
Traction motors - number	4
- Model	EMD-D27
Generator	EMD-D12
Gear Ratio	58; 19
Starting Tractive effort	41,440 lbs.
Continuous Tractive effort	29,600 lbs. at 15 m.p.h.
Wheel diameter	40 inches
Bogie wheel base	13' 2"
Bogie Centres	34' 0"
Length over headstocks	58' 8"
Maximum axle load	18.5 tons.
Total weight	106 tons.
Fuel Capacity	1500 gallons.
Maximum speed	89 m.p.h.
Maximum height	14' 0"
Maximum width	9' 9"
Minimum Curve radius	7 chains



Plan by Roger Johnson.



Additional mesh panel fitted on some locos behind cab door, eg GM7

COMMONWEALTH RAILWAYS GM SERIES

A1A - A1A Diesel Electric

Unit No's :- GM1 - 11

Page 34. Australian MODEL RAILWAY Magazine. September/October, 1980.



Freshly painted FCS 67 alongside the Cold Stores platform at Mile End, May 1976. Note the nearest bogie has spoked wheels whilst the other bogie has disc wheels. The corner nearest the brake lever is painted white. All photos by Phil Curnow.

BUILD AN FCS CONTAINER FLAT WAGON

**This article has been prepared from notes used for S.A. Railway
Modellers Association construction nights supervised by
Hugh Williams in 1970**

PROTOTYPE NOTES

The FCS class was developed from the conversion of other flats of the FC, FCC and FSC classes. They had resulted from conversions of cattle and sheep vans into general purpose light loading flatwagons.

In the mid 1960's livestock traffic was reducing while container traffic was on the increase. FC 1 was introduced in 1965 and FSC 1 in March 1969. A total of 70 flats in the three classes were introduced. In the late 1960's the SAR experimented with bogies suitable for higher speeds under livestock vans and it was a success so effectively halting the conversions.

From photos it appears that of the ten FSC numbers 1 to 6 inclusive had steel flooring. The two FCC flats were converted from FC 11 and FC 38 in May 1967 to carry a special

group of four insulated containers however it was soon proven that special fittings were not required. The FC class (tare 13½ ton, capy 35 ton), the FCC and possibly FSC 7-10 all had wooden plank flooring with container fitting lugs as required. All 70 flats had archbar style bogies.

To cater for the unexpectedly rapid rise in container traffic the three classes underwent a rapid conversion to FCS class with sixty being reissued in May 1972. The project was completed when FSC 7 and FC 45 were reissued in July 1972. They were fitted with cast steel bogies having either spoked or disc wheels with plain axle journals and journal stops. A black S on a white background was added at diagonal corners to denote suitable for express goods working but not bogie exchange. The FCS had a tare of 13½ ton and a capacity of 35 tons.

Because they could only carry one container at a time they were obviously intended as a temporary measure so it was no surprise that they would be withdrawn when there were sufficient new flats in service which could carry three 20 ft. containers at a time. Numbers 6-70 were withdrawn in November 1970. Number 60 was converted to narrow gauge and reissued at Port Lincoln as FDN 1. Two were modified as ramp wagons for loading cars into the car transporters used on the Overland. The remainder are the steel floored FCS 1-5 with numbers 2 and 3 fitted for containers of LP gas from Port Stanvac and Bitumen from Mile End to Marree for transshipment to Alice Springs. In September 1973 the five FCS were reclassified as AQB.

MODEL NOTES

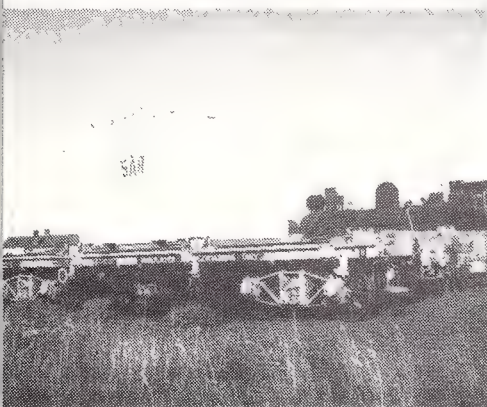
The construction of the FCS flat wagon is relatively simple, being basically a wagon floor with the body removed. The small details therefore become much more prominent on the model, and care should be taken with these.

It is advisable to consult photographs of the prototype vehicles of these classes to ascertain what details are required, and their design and placement. A photograph of an FSC Class bogie flat appears in the later editions of the SAR pictorial publication "SOUTH AUSTRALIAN RAILWAYS".

Materials Required

- 1 foot of 3/32 x 1/16th stripwood for side frames.
- 3 inches of 1/8th x 1/16th for end sills.
- 3 pieces, each two feet long, of 1/32 x 3/32 for the decking.
- 2 bolsters.
- Hollow Centre Sill material, just over three inches required (22 scale feet).
- 6 inches of 1/16th hat section for the staunchions.
- 1 brake cylinder and piece of 3.5mm dia dowel, 7mm long, for air cylinder.
- Bristol Board.
- Shim brass for end steps.
- 1/16th sheet lead for weighting wagon to 3 oz.
- 1 pair Bettendorf bogies and mounting screws.

Steps in the construction are broken into short numbered paragraphs as it is felt that this makes it easier to read during construction.



FCC 1 at Terowie in 1968

Phil Curnow

- Construct the frame using the 3/32 x 1/16th stripwood for the sides and the 1/8th x 1/16th for the end sills. Tape Gladwrap tightly over the drawing (or photocopy) and position the stripwood directly over the drawing when gluing with Aquadhere. Short pieces of double sided adhesive tape between the stripwood and Gladwrap will help to hold the pieces in position until the glue has set.

- Cut the decking strips to scale 8"-9" lengths. Invert frame and glue the decking to the top. The finished wagon is improved immensely in appearance if the decking pieces are pre-stained with a grey/brownish colour before assembly. Stain some pieces different shades from the majority, and glue on in random order.

- Trim the ends off the bolsters if they are longer than the width of the body and glue in position at 24"-0" centres.

- Cut the lead sheet to fit between the bolsters, and glue to the underside of the floor with contact cement. The total weight of the vehicle, including bogies, should be about 3 ounces for reliable operation of Kadee couplers.

- Cut the centre sill material to length to fit between the bolsters. Some height will need to be trimmed off the sill material to make allowance for the lead. Glue in position down the exact centre of the floor with contact cement.

- Additional bracing underneath can be made of Bristol Board.

- To make the staunchions cut the 1/16th hat section material into eight pieces, each a scale 5"-3" long. Sand the single leg of the hat section lightly along its entire length so that it slopes evenly to nothing at one end. Make the staunchion pockets from Bristol Board and glue to the sides of the wagon at the positions shown on the side elevation drawing.

The staunchions can be positioned vertically in the pockets or carried horizontally in angle brackets on the sides of the wagon, between the pockets.

- The prototype wagons had a 3 1/2" strip of steel placed on top of the wood decking along the extreme edge of each side. Cut two thin strips of writing paper, to simulate these strips, and glue onto the top of the decking.

- Use a small pin, bent to shape to represent the brake lever on one end sill as shown on the plan. Glue the brake cylinder on the same side of the centre sill with the valves at the opposite end from the brake lever and hanging down as shown in the photo. The dowel, representing the air reservoir goes against the centresill but on the same side as the brake cylinder but two feet toward the non brake lever end.

- Solder up the end steps from a staple cut in halves, and shim brass, and attach to ends of the wagon as shown in drawings.

- Fit Bettendorf bogies and couplers.

- Paint the whole wagon light grey.

If you wish to build several of these flats you can vary them as follows. FCS has Bettendorf bogies with either spoke or disc wheels in any combination. Some have a plate below the side sill with a white circle on a black background as shown in the plan. Remember that FCS 1-5 have steel chequerplate flooring instead of wood planking. To backdate delete the small black S on white square and fit archbar bogies which usually had spoked wheels.

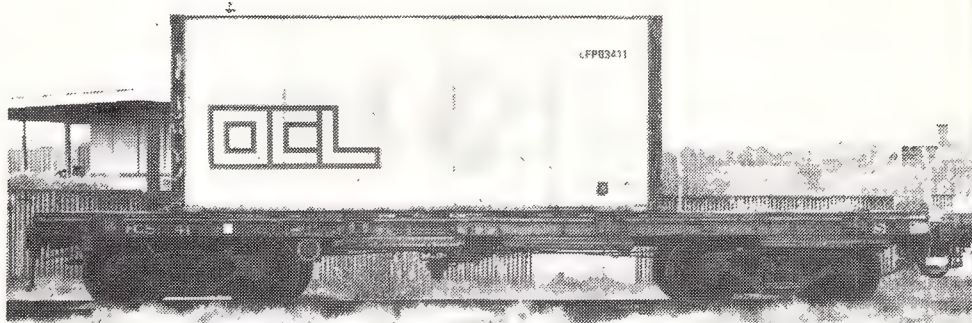
Acknowledgements

Railway Transportation magazine
June 1966 page 6.

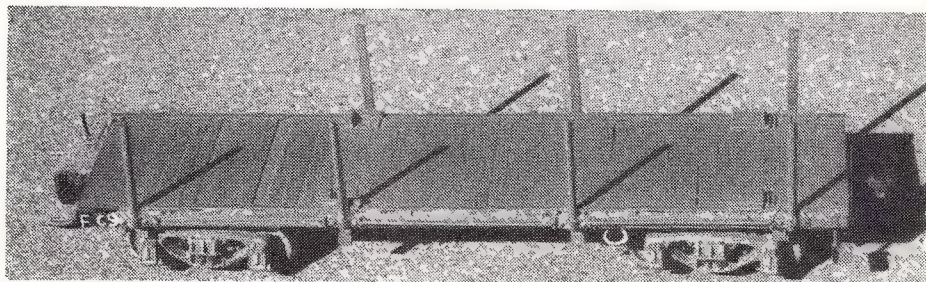
Plan of FC AMRM Mar/Apr. 1973

various issues of the Recorder magazine.

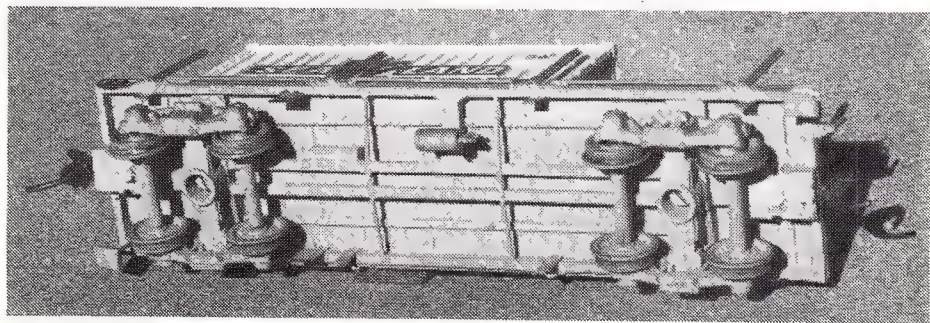
Page 36. Australian MODEL RAILWAY Magazine. September/October, 1980.



FCS 41 at Mile End in June 1973. The brake lever is to the right.



These two photos are of FC class flats built by Bill Coles. Although built a few years before the SARMA project they use a similar construction method with two exceptions; (a) Bill used individual planks instead of scribed sheet for the decking and (b) he did not fit the lead weight. Even with metal frame bogies they are still too light and are prone to derailments hence the emphasis on weighting in this article. Luckily a container looks the same loaded or empty so the flat can carry one permanently.



WOODEND

Continued from page 17

One sixteenth inch perspex, cut to size and fitted into the shape of the main station building became the rigid support for the outer walls of Slater's embossed plasticard. Window and door openings were then cut out and styrene frames inserted, (except for those under the main roof canopy facing the platform where the frames have been painted directly onto the perspex). The walls were painted to represent the feature brick colours so much a part of 'Victorian era' buildings.

The roof is made from a balsa wood frame covered with graph paper strips, slit every six inches or so to represent slate tiles of the era. A painstaking job but one well worth the effort, according to Graham.

To top it all off a group of six chimneys made from embossed plasticard and cardboard add a superb touch of fine detail.

The station is finished off with proprietary brand picket fencing and figures.

The two goods sheds were made using similar construction methods, from balsa wood for the box frame overlaid with aluminium 'corrugated iron'.

The classic Victorian railways signal box which presides over the Woodend yards is constructed from Northeastern wood 'weatherboards' and corrugated iron for the roof. It too has been finely detailed with the unusual roof decorations and wooden steps common to this railway structure in Victoria.

There is very little that is not scratchbuilt on Woodend, Graham only admitting to the "carved up Ratio signals" as his attempt at kitbashing. The signals will remain as such

until a more satisfactory operating system has been devised and built.

Rolling stock.

One of the most impressive things about Woodend is the feeling of complete originality given by the motive power and rolling stock to the total scene.

Most of the rolling stock has been scratchbuilt by Graham over an eight year period using construction methods that, to this author at least, seem unique and highly skilled, yet simple enough to communicate once seen in their final form.

The layout currently runs a superb collection of 48 GY's, numerous wagons, vans and tank cars in the I, T, QR, Z, M, U, P classes, plus E and W class passenger cars.

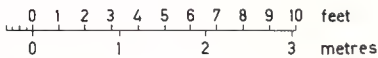
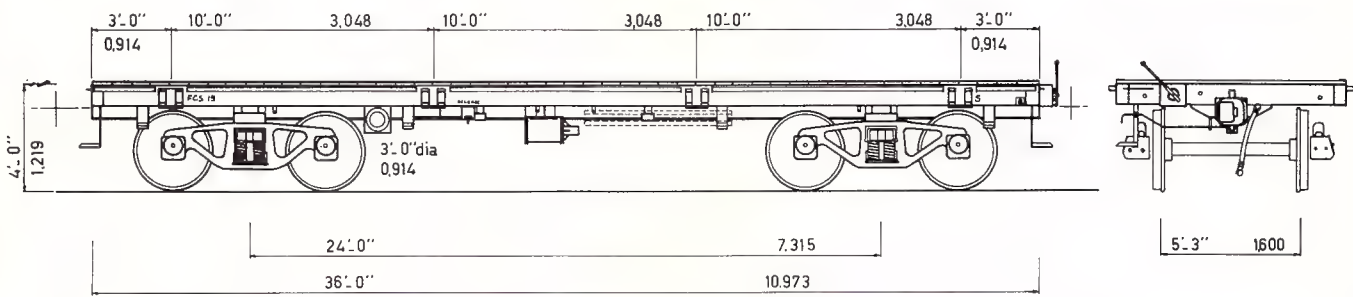
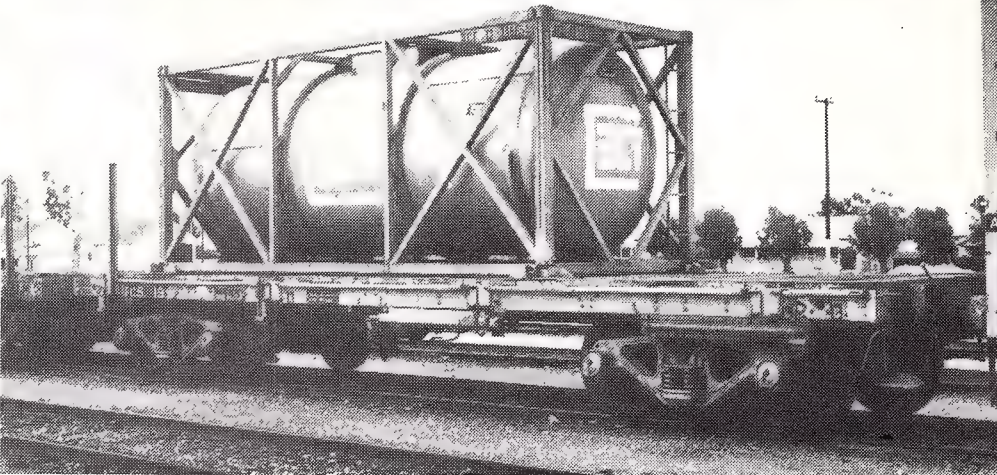
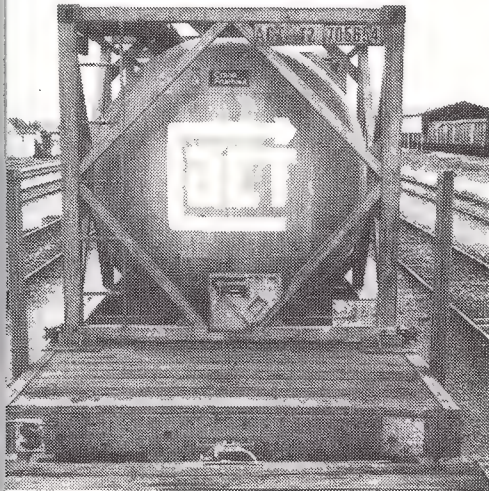
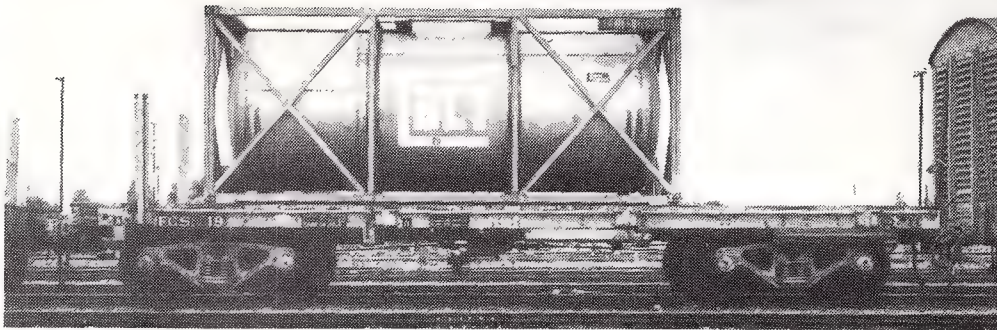
Motive power is provided by the permanently rostered "B" class diesel, (kitbashed from a Rivarossi body over an Atlas chassis), several visiting "R" class steam locos and a mighty "C" class diesel which highballs heavy freights from Melbourne up to Bendigo. Meanwhile a DERM rail motor takes care of local passenger traffic.

Operating nights on the layout usually have work for several operators, taking care of the considerable through traffic, plus complex shunting problems involving local freight movements.

As Bob Gallagher said of this layout when he saw it at the 1979 Exhibition:- "It is one of the best VR layouts in the country."

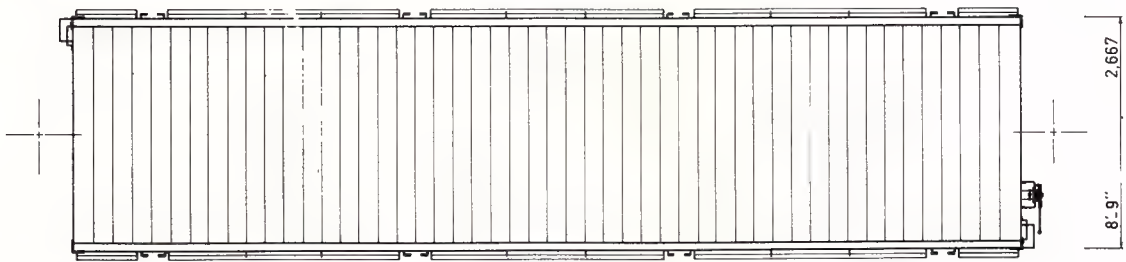
To be concluded

FCS 19 was photographed at Taillem Bend in 1973. The cylindrical container had a grey chassis, blue tank and white lettering. A similar container is available from your Roco stockist but would need to be painted to suit. The end view was taken from the adjoining flat wagon. You can see that the container is not loaded centrally on the flat but is offset. With the standard container the opening doors would face the handbrake end as shown on FCS 67 as this allowed the fork lift truck to use the 'platform'.

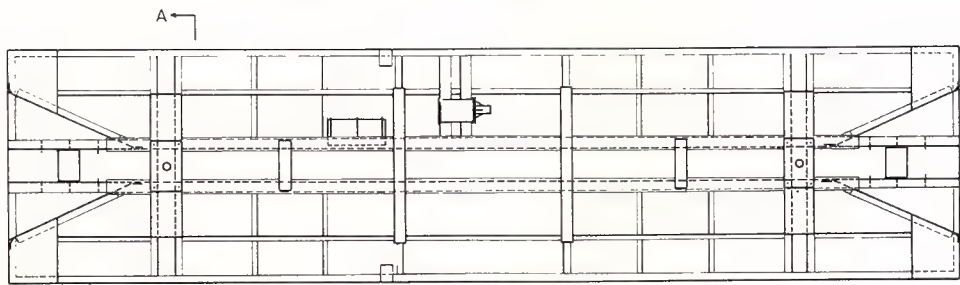


DRAWN BY: F. HENDRIKS
11 APRIL '78

FCS FLAT TOP
SAR



NOTE: DECKING IS 8" WIDE



UNDER FRAME DETAILS VIEWED FROM BELOW



SECTION A-A

VANISHING STEAM IN QUEENSLAND

By Scott Jesser

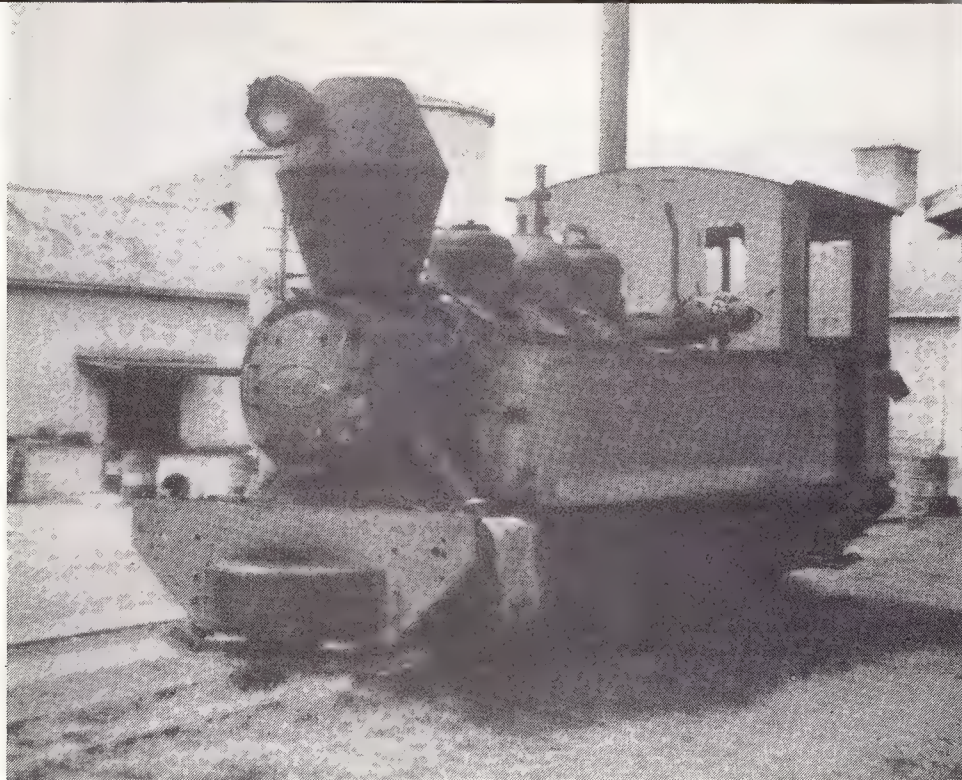
The 1980 sugar cane crushing season which commenced in June 1980 has left Queensland with only one working steam locomotive. Stricken from the active list have been five locomotives: four from Qunaba Mill and one from Marian Mill.

The Qunaba Mill, east of Bundaberg, so long renowned as one of Australia's last all steam sheds, will use diesel locomotives for the 1980 harvesting season. Rendered obsolete are 'Flash', 'Jumbo', 'Dobbin' and 'Nipper'. They now join, in silent repose, their sisters listed in Table 1.

Queensland's only remaining working steam engine can be found at Marian Mill, 27 kilometres west of Mackay. For the 1980 season one steam locomotive will be in constant use, while the other will only see limited use as a standby in case of inevitable diesel locomotive failures. The 1951 built Perry should be Australia's last steam sugar cane locomotive in active service working the cane fields. Details of the locomotive and its shed mate, a sixty six year old Fowler, are listed in Table 2.

With working steam almost dead in the Sunshine State every season could be the last. All I can suggest is that you take the opportunity to photograph a part of history while it still exists, the sooner the better.

For the compilation of this article I am deeply indebted to the General Managers of the Millaquin, Qunaba and Marian mills for their assistance and co-operation.



The photograph illustrates Millaquin Mill No. 9, out of use at Millaquin during November 1979.

TABLE 1						
No.	NAME	TYPE	BUILDER	BUILDER'S No.	YEAR	DEPOT
1	Delta	0-6-2T	Perry	7967.50.4	1950	Qunaba
2	Skipper	0-6-2T	Perry	1850.46.1	1946	Qunaba
3	Flash	0-6-2T	Perry	6160.48.1	1948	Qunaba
4	Jumbo	0-6-2T	Bundaberg Foundry	1	1952	Qunaba
5	Dobbin	0-6-2T	Bundaberg Foundry	6	1952	Qunaba
6	Nipper	0-4-2T	Fowler	3	1952	Qunaba
	Invicta	0-6-2T	Fowler	11277	1907	Qunaba
9		0-4-2T	Perry	9737.45.1	1945	Millaquin

TABLE 2						
No.	NAME	TYPE	BUILDER	BUILDER'S No.	YEAR	DEPOT
		0-6-2T	Fowler	20277	1934	Marian
		0-6-2T	Perry	2601.51.1	1951	Marian

AMRM NEWS

by AMRM Staff.

This issue of AMRM coincides with the 125th anniversary of the New South Wales Railways, a system which claims the distinction of having been the first government-owned railway in the British Empire. The attractions offered by this system embrace many facets, including locomotives, rolling stock, signalling and safeworking, civil engineering, railway architecture, passenger operations, freight activities, socio-economic interest and political aspects. In our enthusiasm, however, we sometimes tend to forget the assistance provided to rail fans by the railway administration, or, indeed, by our

colleagues in the hobby.

So here we pay tribute to the public relations officers and the archives staff, to the operational personnel responsible for the organisation and running of tours, and to the workshop employees who have undertaken the restoration and maintenance of historic exhibits. And, of course, we should not forget those enthusiastic members of the railway organisation who by their efforts have established our hobby as an educational and responsible one in the eyes of both the community and the railway administration.

"Outside" of the undertaking we look to those fans, prototype follower and modeller alike, who give their time to the hobby in so many ways. They may be members of the editorial committee of a magazine, proprietors of a model shop or specialists in a particular field who share their knowledge at exhibitions, seminars and conventions. Then we have the bands of workers engaged in various museum restoration projects as well as the office bearers of the many clubs and associations.

In essence, the tributes given are applicable on a universal basis, and I know that readers from beyond the borders of New South Wales will forgive me for any parochialism which may have crept into this column.

Paul Rogers

Price Rise

The price of AMRM rose with this issue to \$1.20, along with other associated charges. The increase has been bought about by the continually spiralling charges for paper, plus printing costs. Further

increases can be expected.

Draughtsman Needed

We are seeking the services of a draughtsman to assist Ron Wrigglesworth with plans of Victorian Railways equipment. Would any interested parties please contact the editor at PO Box 235, Matraville.

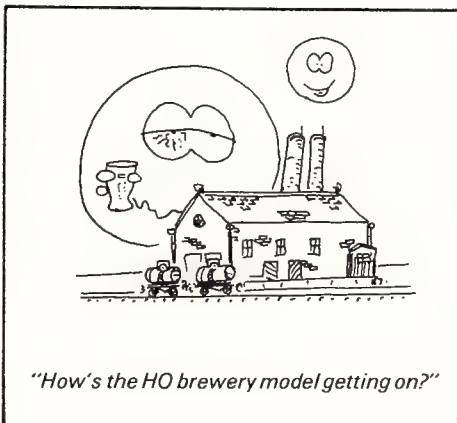
Live Steam

Modellers interested in Live Steam will no doubt be pleased to learn that the Blue Mountains Railway Society is holding an NSW prototype running day on Saturday, 4th October, 1980. The meeting, at Wascoe Siding (Graham Street, Blaxland), will be open to the public from 10.30 am. Sunday October 5 is also a public running day but motive power will not be restricted to NSWGR prototype.

Happy Birthday

Following Paul Rogers' opening remarks in this column, we must advise that the New South Wales State Rail Authority will celebrate 125 years of rail transport in NSW with a month-long display at Central Station commencing on the 28th September, 1980. It is believed that steam will be operating during the weekends (at time of publication deadline accurate details were not available). The SRA is also repainting two of its locomotive roster to a green and yellow livery, the roof being black. 4201 and 4836 were the selected locomotives and it is pleasing to note that prominent modeller, Bill Parkinson supplied (upon request) the SRA with an ATM model of a 42 and a Berg's 48 painted in the primary colour scheme. The accompanying photograph illustrates 4201 in the expected livery and the new position of the side numerals should be noted, for at the time of going to press the actual position of the numerals was not definite (to AMRM staff). The locomotive will

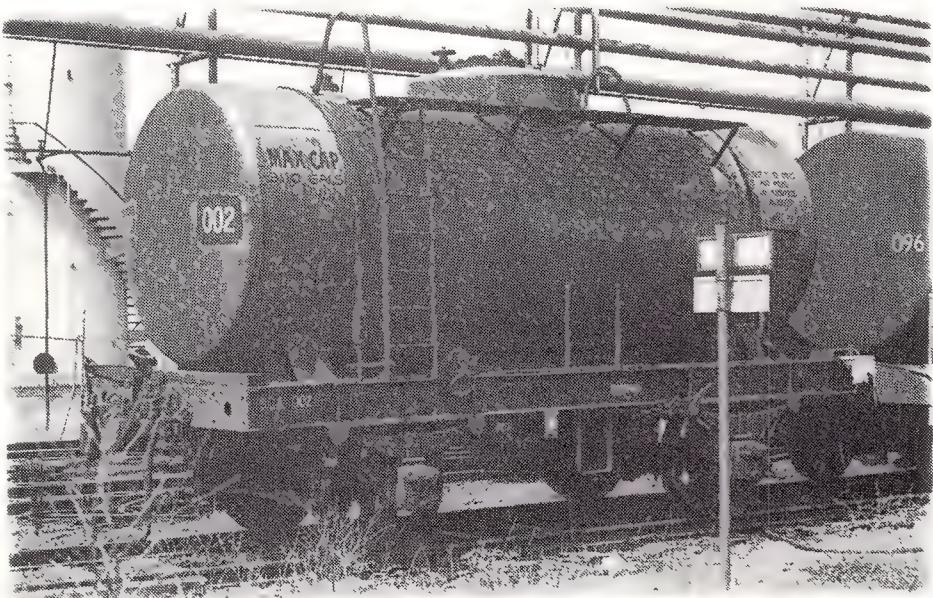
Continued on page 44



"How's the HO brewery model getting on?"

PROTOTYPE PLAN

N.S.W.R. SHELL 3000 gal Tanker.



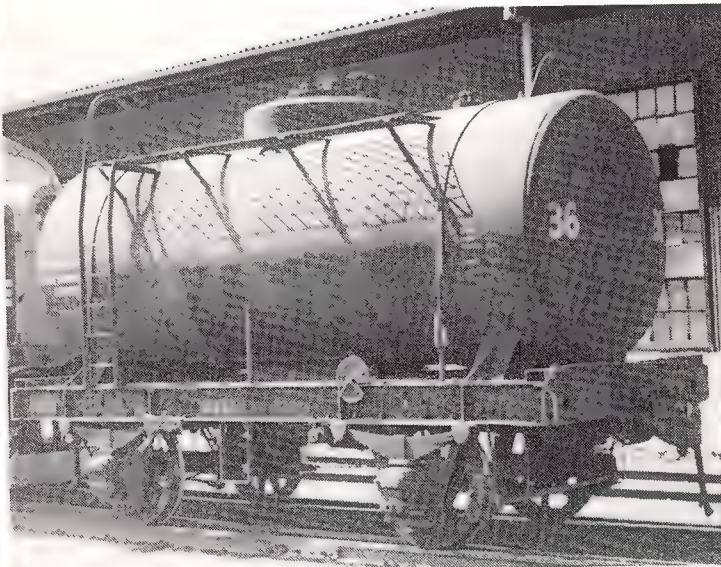
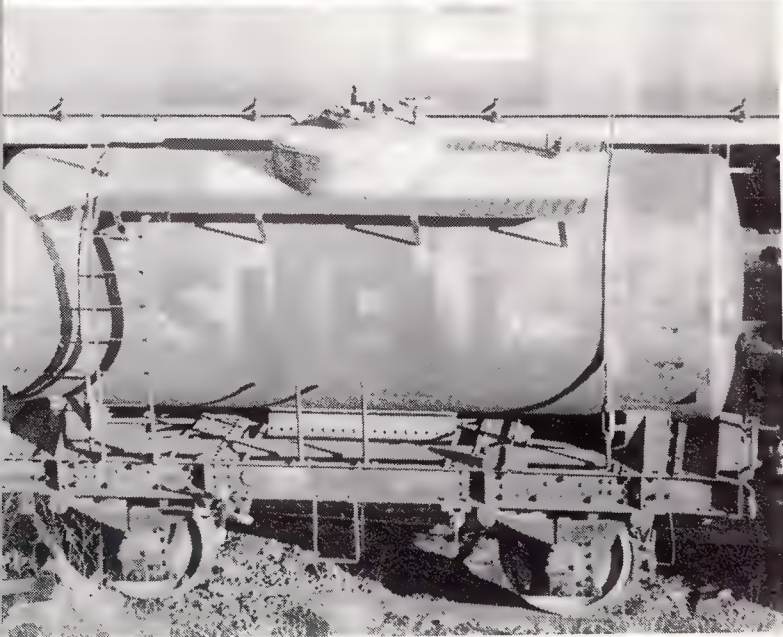
Oil products have been carried on railroads for many years. In N.S.W. the oil companies owned their own wagons, but there were few four wheel tanks in service, and very few 3000 gallon units. N.S.W. P.T.C. records show that the SHELL units carried 3000 gallons while the capacity shown on the tankers is 3110 gallons.

Originally there were four SHELL 3000 gal units in service numbered 33, 34, 35 and 36. (Departmental No. 6270-6273). The Shell Oil Company has renumbered its vehicles and the three in service (1978) were numbered 002, 011 and 012. Late 1979 one unit is at Clyde while another is on a siding (UP) at Lithgow.

The units are painted a dull silver and are heavily grimed. They are limited to carry fuel oil only.

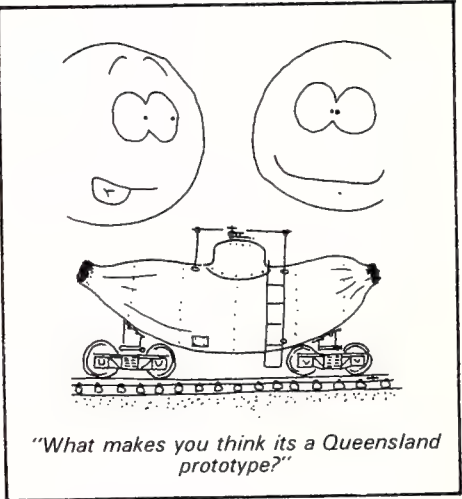
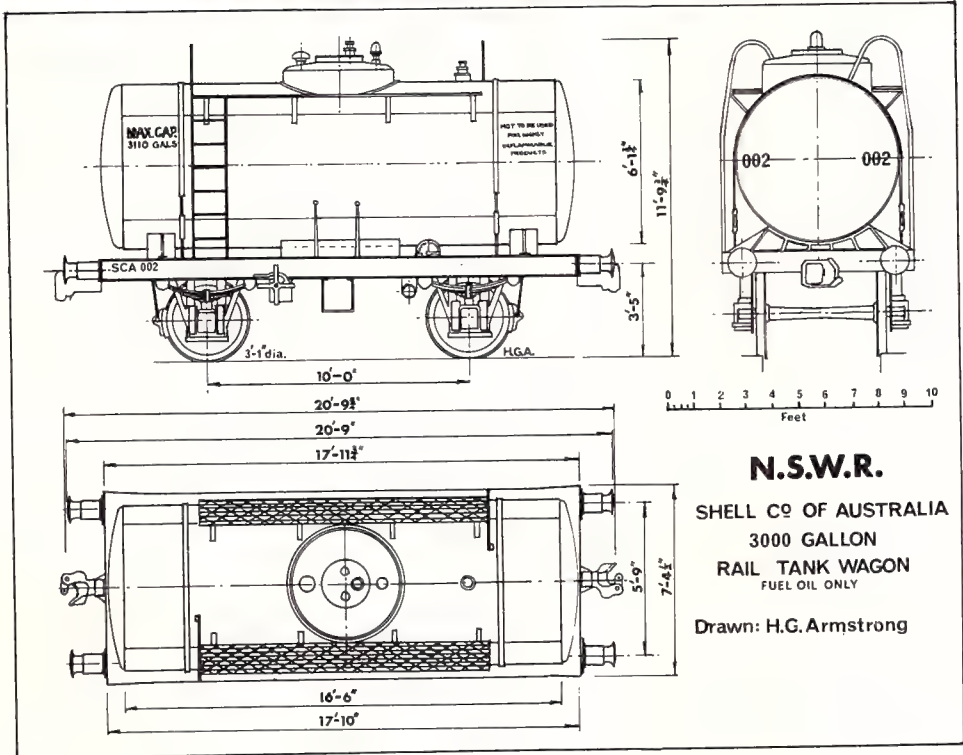
Bob Gallagher

3000 gallon Shell tank number 002 was photographed at Clyde in January 1977 by Howard Armstrong and is of the opposite side to that shown in the plan.



Above Left: Photographed by Bob Gallagher at Lithgow, 1979 SCA 001 basks in the afternoon sun. The illustration clearly shows the fabricated underframe, that would be impressive on a model.

Above: Alan Templeman photographed SCA 36 (the old numbering) alongside Mudgee loco shed in January 1973.



Sir,

Recently there has been some speculation as to the ownership of the NSW 'TE' flat wagons. My understanding, after checking with the former Public Transport Commission of New South Wales, is that these vehicles remain the property of the Commonwealth Government [equity being currently vested in the Department of Defence (Army Office)]. Hence, the wagons carry duplicate systems of numbering.

The 'TE' wagons were introduced to overcome any shortages of suitable carriers for Centurion tanks, and undoubtedly Commonwealth ownership has been retained over the years to ensure that vehicles for these tanks would always be readily available. Today, there are many flat wagons capable of supporting Centurion tanks (witness the photograph on page 42 of the September/October 1979 AMRM) as well as their lighter replacements, the Leopards.

Generally speaking, any relatively short flat wagon (up to say 13-14 metres in length) built with "outside" fishbelly frames will hold objects of mass and dimension similar to the tanks. Such wagons provide support for the load over a wide area, whereas conventional flat cars with a central spine only are unsuitable. If the latter type was used you would probably end up with a banana wagon!

Paul Rogers,
Flynn, ACT.

Sir,

With reference to the letter by Mr Neil Cram, (AMRM Mailbag July/August, 1980), the members of 'The Prospect Model Railway Club' would like to reply.

Firstly, we acknowledge Mr Cram's comment and the subsequent Editors footnote in respect to our first 'open day' last January. No offence was intended, but, it was merely an observation — however, it is felt that we ought to tender our apology to those people who may feel that they have been offended by such an observation. We, as a Club are always appreciative of constructive criticism from members of the public as well as fellow modellers as to how an open day and exhibition may be improved.

However, the second criticism we feel is unwarranted and unjustified and that it is a contradiction of the writer's earlier comment that it is a 'free country'. After all, the collecting of handcrafted brass models in this instance is a well established segment of this fascinating hobby. Some modellers, mainly due to commitments in other areas may feel that the acquisition of brass models as they are released to be worthwhile, detailing and painting them at their leisure, rather than to attempt the purchase at a later date on the open market. On the other hand, some collectors are known not to even run their models for fear that to do so may burnish the tyres and possibly diminish the value of the model. We do not feel that our claim of 'one of the biggest displays of American brass locos and rolling stock' is at all misleading, and to suggest that an item, be it of brass or any other construction medium, does not become a model until it is painted, is ridiculous for obvious reasons.

Ignoring what is basically a commercial display of models that are tendered for sale, and those individual collections that are generally not for 'public' viewing, we can justifiably stand behind our claim as originally made as most people would appreciate who attend the various exhibitions. Furthermore, at least 30% of the layouts that were present at our June exhibition had 'painted' brass models operating on them, rather than being placed in the display cabinets.

Once again, we cordially invite all enthusiasts and the public at large to attend our open day and exhibitions, so that you may judge for yourself as to whether or not there has indeed been — 'PROGRESS AT PROSPECT'.

Greg Archer,
Hon President,
Prospect Model Railway Club

Sir,

I am writing to support Graham Lowe's letter (May/June 1980) about manufacturers producing non-NSW steam loco models. My suggestion for other steam locos are:— VR, A2, R and N classes and for SAR 750, 720 and RX classes. I also wonder if some manufacturer could produce plastic or resin steam loco bodies (like Friedmont produces diesel bodies).

These could be just the basic body of a loco and tender and the purchaser would need to provide chassis (from another loco or scratchbuilt), motor, wheels, buffers, etc to finish the model. I, being a student, cannot afford brass locos, white metal kits or anything in that price range and so I think that my

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idea would appeal to anyone who wants a good representation of a steam loco but cannot afford the expensive kits or brass locos.

Anthony Brinkley,
Mentone 3194.

Sir,

An idea I had for small electrical connectors similar to those required in Roger Johnson's article on Page 41 of issue No 102 was to use cheap, stud-type, earrings. These are made up of a thin shaft which goes through the ear lobe and is held in place by a springy "butterfly". These can cost as little as \$1.00 per pair. Simply solder the "butterfly" clip to the boiler unit and the shaft section to the motor hot wire (after removing the earring's ornament, of course).

These connections may prove to be of some value when used with conventional locomotives also — as the tender draw-bar set-up can also prove to be a suspect conductor.

It may be necessary to remove the "gold" from the earrings before using them for these applications and this should be done in the usual paint removing manner, or by scraping.

Bill Roach,
Borocho, PNG.

Sir,

I reply to Bill Roache's letter published in the July/August, 1980 AMRM (page 49). He is quite right, my first effort at scratchbuilding a model locomotive was a complete disaster. Bill was fortunate, his first model did run, mine did not. Of course at the time (1949) we did not have the motors we have today, you had to build a good motor from scratch which was beyond me and still is.

Some of my 'O' gauge associates even now still make their own motors, these motors are superb pieces of workmanship, no noise level, when these models are running under power it sounds as if the train is drifting as the prototype does when running down hill. The 'O' gauge boys have the advantage of their models being four times the volume of 'half O' gauge and therefore twice as easy to soundproof.

Recreation to some is playing football, to others drinking beer, mine is a pair of tin snips and a nice piece of 0.010 sheet, etc, and a will to project into three dimensions a model of some long forgotten old locomotive out of the dim and smoky past.

All the best Bill, may the models get bigger and better or smaller and older.

Frank Kelly,
Essendon, 3040.

Sir,

I have taken pen to paper to correct some errors which are apparent in the article '4-Wheel Container Wagons on the VR' which was printed in the July/August issue.

— U vans were converted from lever handbrakes to wheel (transverse) type when the conversion from six to four wheels was carried out. The group of U vans numbered 1217 to 1466 were built with lever handbrakes and it is from this group that KMQ 111 and 136 were converted;

— KMQ group 77 to 80 can carry two 'PS' type containers;

— The Dyers containers used on KMQ133 to 135 are loaded and unloaded from the freight yard road level by forklift;

— The VicRail rolling stock colour is called 'Russet Red' not zinc chromate, ferric red or other;

— KC flat wagons as a general note were last used conveying tallow containers to the tallow sidings at North Melbourne. The number group for KC's was 87 to 121, the plan showing 122 and 123 being incorrect;

— KCC wagons were numbered 1 to 170 and were only converted from I/IA type wagons and KW four wheelers used in Ford car body transfer. The KCC code is derived from K: four wheel flat wagon; CC: Cement Container;

— The KPC code is derived from K: 4 wheel flat; PC: Prestige Container;

— The KL code is broken down to K: 4 wheel flat; L: Loading use.

Hoping this will clarify the above subjects.

Peter Vincent,
St Kilda, 3183.

Sir,

I want to offer my congratulations on a great

magazine, on attaining 100 issues (102 now) and the greatest issue ever, the No. 100 full of colour.

Your magazine is up to international standard and even better than some of the imported ones. It has a good balance of hints, information and photos of both models and all types of Australian and overseas engines and rolling stock. Even the advertising is very informative and well balanced compared with the rest of the magazine, unlike some imported mags with 130 pages of which are 30 pages of information and the rest as advertising, often page after page.

It is now just a year since I got my first copy of AMRM and all I can say is keep up the good work and you'll have no worries of getting the next 100 issues.

Would it be possible to have a full colour cover or a full page colour photo of trains or locomotives to lift out?

Eugen Krebs,
Wickham, WA 6720.

Colour is a costly item to prepare. We do propose however to repeat our little gamble again in the not too distant future. Just what the format will be is not known at this point in time. Ed.

Sir,

At the recent "Hills Model Railway Exhibition" a layout called 'Menangle' was displayed, allegedly for the last time. Do you know if there is any truth in the rumour that the station is to be renamed 'Melba' and the milk depot to be rebuilt as a Canning & Process factory. When operators were questioned about this all I received was a stony silence.

Peter Icked,
Orchard Road,
Baulkham Hills.

The Model Workshop group, who built and operated 'Menangle' has advised that the layout has been returned to storage, from where it had been since last October. There is at present no design to either dismantle, destroy or exhibit the layout in the foreseeable future.

This does leave the way open for the layout to be exhibited again if there is the demand (by either the public or exhibition managers) and the desire by Model Workshop group. It is also interesting to note that, despite the anticipated 'axing' of the layout, the only damage to the layout after the Hills exhibition was the polished edges and demolished fences, all damaged by probing fingers — not only those of children! (Ed.)

Sir,

After attending a model railway exhibition I was bitten by the bug and decided to start up my own model railway. After winning my wife's approval I set about it.

I decided to model in N gauge, being somewhat cramped for space. But with so many brands on the market I was unsure what to start with. After purchasing your magazine for lists of dealers, which I found excellent, I decided to ask your advice.

What would you suggest as the brands of tracks, locos and controls most suited to the novice model railroaders? Which tracks are compatible? And most of all, where can a novice seek advice, not from a retailer 'pushing' a particular brand.

John A. Hallahan,
Croydon, 2132.

What brands would I suggest? I wouldn't. There are too many around, and each has its own good and bad points.

I feel that the best way of obtaining answers to your questions would be to talk to a sizeable group of modellers in that scale. Who better than the Sydney N Gauge Model Railway Club, c/o PO Box 4, St Leonards, 2065. (Ed.)

Sir,

Leon Oberg's pictorial "Seeing is Believing!" in the July/August 1980 issue of the magazine was quite interesting. However, I would be grateful if I could be permitted to clarify some of the points raised in that article.

The cement hopper HRH.29112 began life as coal vehicle BCH.29112, entering service in November 1952 (see Weekly Notice 3/1953; page 13). It was roofed and reclassified BWH for grain traffic in August 1953 (WN. 40/1953; p. 16), becoming BRH.29112 during September 1960 (WN. 45/1960; p. 6). At the time of this alteration, the HRH concept had not actually been initiated — the first HCH coal hoppers were delivered during September 1960 also

Continued on page 41

REVIEWS



LCH kit in HO scale by TRAX Model Products. Sample supplied by Casula Hobbies, Shop 22, Phoenix Plaza, Macquarie Street, Liverpool. Price: \$5.95.

The LCH wagon is a four wheel hopper used by the NSWGR from 1939 to carry coal from the coal fields to the export wharves and other bulk distribution points. The wagon comprised a steel underframe and a timber bucket that could be lifted from the frame and emptied into the hold of the boat, or emptied from the bottom hatch direct into a conveyor system. There were at least 1500 units on the register in 1950 but they were gradually replaced by the BCH class of vehicle which were introduced in 1951. In 1970 there were 364 in service, but by 1980 only 16 remained on the PTC books, as well as 46 CCH hoppers (which were LCH hoppers with a 12" 'hungry' board around the top of the hopper to increase the load). Usually lower density crushed coal and coke was carried in the CCH. The LCH had a capacity of 16 tons while the CCH was rated to carry 13 tons of crushed coal.

As an HO model the LCH has proven to be the most popular among local manufacturers, for numerous commercial kits have been produced. Among the manufacturers were Prototype, Friedmont, Ecom and a few others. All have departed from the scene, many as dismal failures, although it is still possible to see the occasional string of Prototype LCH hoppers at exhibitions.

The TRAX LCH is the first Australian produced styrene (injection) moulded HO scale kit released in commercial quantities on the local market. The components are supplied attached to a couple of sprues inside a poly bag with an instruction sheet, capped off with a card top. Each sprue holds a hopper side, end and door as well as a sideframe (including

axle boxes) and a head stock.

Detail on the bucket includes the planks, rivets, bracing, lifting eyes and locating lugs. Detail on the sideframes is sparse in comparison with the bucket, being limited to the basic outline, although some spring definition is evident. All detail is sharp and most is within accepted scale tolerances. The moulded styrene is black and the axle boxes have been supplied with axle holes. There is no interior detail.

Assembly is straightforward for styrene kits, although it is wise to cut the individual components from the sprue with a sharp blade, for by breaking off the parts, damage can occur to the detail (which cannot be repaired). Although the instructions are a little sparse in detail adequate assembly of the kit is possible using it as a guide. Although the manufacturer invites assemblers to use the wheel of their own choosing, the only wheel I found that will fit with the kit without too much trouble is the Mansfield 10.5mm wheelset, the pin-point to pin-point dimension being smaller than any other wheelset on the Australian market. Only a little trimming is necessary to fit Kadee No. 5 couplers which the kit is made to accept. The MEK solvent is acceptable for the styrene, although it should be used sparingly.

To fit the wheels clean out the axle hole with a 5/64" drill (in a pin vice). Remove the shoulder on the MGW style brass bearing and push the remainder of the bearing into the recess, all the way down. Then assemble the kit as per instructions using (suggested) Mansfield 10.5mm disc or spoked wheels, although it may be necessary to fix the solebars in place at 95° to the headstock to allow the wheels to rotate. It would not be wise to utilise any wheels without bearings for the wheels will run against the solebar and, as such, be very restrictive in movement.

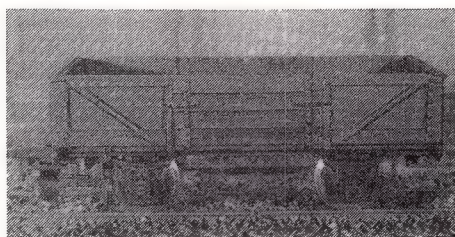
Although there are no locating lugs the task of assembly is not too hard as the kit does assemble twisting the sub-frame. It is necessary to trim the locating lugs on the end of the bucket to allow the bucket to fit into the frame. Dimensionally the assembled unit is very good, being so close to scale that any complaint would be unjustified, although if the wagon frame had been made 1mm wider it would have been possible to use any pin-point wheel on the Australian market, with or without an MGW style bearing.

On the demerit side it is only a basic kit, there being no couplers, wheels, buffers or brake gear evident. The instruction leaflet is too brief for the inexperienced modeller, with no guide to solvent or suggestion as to how to clean up the kit, fit the wheels and/or any guide to couplers. The discharge door is devoid of any detail at all... no hinges, no catch and no boards. The headstock is not deep enough where it joins onto the side sills, for upon joining a section of the side sill is visible from the end view. There is also insufficient headstock surface available to fit buffers, if required.

The above comments may seem excessive, for despite them the assembled model is acceptable in appearance. The kit has been judged upon the fact that it is a professionally made kit using the most modern production methods. It is not a cheap model (the on-the-rail price being at least \$8 when wheels and coupler are considered) and as it is presented it is still a craftsman kit, although most ham fisted modellers would be able to assemble the kit if they were persistent enough.

A fine kit. The first in its field, regrettably with a few problems, but which can be corrected on future models. The bucket detail is equivalent to the best in the hobby. Australian modellers have been calling out for such kits for some time, and now they are here.

Bob Gallagher.



NSWGR "S" Truck, in HO scale. Our sample supplied by the manufacturer, Bergs Hobbies, 223 Church Street, Parramatta. Price: \$6.95.

The race to be first to release an injection moulded plastic kit of Australian outline rolling stock has been won by Bergs Hobbies, by way of their version of the NSWGR "S" truck.

The four-wheeled "S" truck has been, for a great number of years, the mainstay of the NSW fleet of open wagons. A speculative 6,000-7,000 vehicles were built but most have now been withdrawn in favour of new high-speed bogie stock. Fortunately their individuality will live on in model form.

The kit is made in Wales, UK, is of black plastic, and consists of 2 sides, 2 ends, 1 floor, 2 solebars and axleboxes, 2 brake wheels and brackets, 4 brake shoes and hangers, 2 brake cylinders (one becomes surplus because of the mould design), and 2 coupler mounting brackets designed for the old metal Triang couplers (2 included — to cater for the toy market). A set of 4 axle bearings (brass) and selected fine-scale wheels are included. All this comes in a plastic envelope arrangement. Instructions are brief but adequate for the experienced modeller. However, for the new modeller (and the toy market group) they fall short.

The underframe assembled relatively easily with MEK — other polystyrene type glues will also suffice. The sides and ends are supposed to have a 45 degree angle or chamfer to provide nice, sharp mitred corners. This was not the case on the review sample and I had to accentuate the angles with a fine file before gluing; failure to do so would not have provided a good bonding surface. There are no retaining lugs anywhere on the model thereby making lining up and squareness a problem, especially for the novice. Modellers wishing to install alternative couplers (e.g. Kadees) will have to remove a section of the end plates at buffer beam level. Additional weight is an absolute must, most easily by the insertion of a typical "load". Dimensions when assembled are a scale 18ft long, 9ft wide and 6ft 7in high, well within accepted tolerances.

I must confess that I was unimpressed with this kit when first opened, but once made up it is quite presentable. It is perhaps a little too advanced for the toy market. It is a modellers' kit.

Allan Brown

Sidewalk by Evergreen Scale Models. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg, 3059. Price: \$2.95.

Since Evergreen Scale Models came onto the American Modelling market they have not ceased to amaze scratch builders with their range of materials, which not only eliminate the time consuming task of preparing materials but also make it possible for many more modellers to become scratch builders, for the availability of pre-cut material does eliminate some of the skills once required by scratch builders.

The sidewalk material is a section of 0.040" (1mm) styrene sheet 265mm x 128mm. It is grooved into 3/16" x 3/16" squares. The grooves appear to have been milled. The styrene sheet is up to the normal ESM standard and is free of burrs or fluff. It is readily cut and bonded with MEK solvent.

The sidewalk is useful for paths, footpaths, patio and other structural effects. A single sheet would go a long way, and it is interesting to note that McBees have added yet another product for the modeller to their range of imported products.

Bob Gallagher.

Passenger car decals for NSWPTC in HO scale by NSW Rail Transport Museum, PO Box 31, Burwood, 2134. Price: 40 cents.

Reintroduced with a few modifications these decals cover some of the more popular passenger cars used on the NSW railway system. Yellow in colour, and 1mm high there are four sets of numerals 1 to 0 (50 per set), i.e. there is twenty of each numeral and two codes for each of the following: MFE, KP, LHO, ACS, EHO, TAM, MCE, MHO, VHO, FG, CPH, CTH, ACX, GT, FO, BI, LAN, NAM, BR, CR, FR, FS, BS and GUARD. Printing is sharp and separation from the backing sheet is normal. A fine product.

Bob Gallagher.

Brass wire by Detail Associates. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg, 3058.

Brass wire has numerous uses in the model railway hobby, and usually it is utilised to portray pipes and cables, the problem being that very thin wire is usually required to allow modellers to add the scale piping to the specific model, be it a loco or an industrial structure. In the past the biggest problem has been the lack of range in sizes. But Detail Associates seem to have overcome the problem in some specific area, for their range of brass wire covers twelve sizes from 0.006" to 0.052". In HO scale the range of wire represents pipe from a quarter

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— and car 29112 was one of the last BRH cars to appear in service.

In September 1963 (see Weekly Notice 45/1963; p. 10), car 29112 was recoded HRH — could it be that the photograph in the July/August 1980 magazine was taken at this time, and before the bogies had been changed? I might mention that the adjacent vehicle in the photograph has the correct type of bogies for the higher capacity roofed hoppers.

My records for cars carrying road number 11889 state that the "A" wagon was condemned in December 1962 (Weekly Notice 21/1963; p. 6), and the number issued to new BKX bi-level automobile wagon during July 1964 (WN. 36/1964; p. 22). Obviously, because new number plates had been cast, it was not necessary to remove the old plates from the "A" wagon — but as there were never both wagons on the revenue-earning books at the same time, no confusion would arise. My copy of the 1969 Wagon Book, at page 200, clearly relates road number 11889 to a BKX vehicle; however, the tonnage capacity for cars 11851-11860 11877-11924 was listed as 10 tons (because the old "A" rating had not been deleted during printing of the book). By subsequent Weekly Notice amendment, the BKX rating of 15 tons was given.

In relation to the "November 1974" Wagon Book, my research has shown me that this publication is actually the fleet as at circa January-February 1974; hence the need for the "Summary of Amendments" booklet to be issued. In regards to the main book, vehicles placed in service up to February 9, 1974 have been included, but some condemnations made during Accounting Period 13.1.1974-9.2.1974 have been omitted. May I suggest that anyone who wishes to amend the 1974 Book commence from page 16 of Weekly Notice 15/1974?

*Paul Rogers
Flynn, ACT.*

inch (6mm) to four inches (100mm), and bear in mind that the sizes given is the inside diameter of the pipe (the OD being larger).

The wire is supplied in a poly bag which has a card top upon the back being printed the wire size and equivalent HO scale pipe size. The wire length is twelve inches (300mm) and there are varying quantities in each pack, which retails for \$2.90 per pack. (As a guide there are five lengths of 0.006" brass wire to a pack and ten sections of 0.022 brass wire to a pack). HO scale pipe sizes covered by the range include: 1/4" 3/8", 1/2", 3/4", 1", 1 1/4", 1 1/2", 2", 2 1/2", 3", 3 1/2" and 4". The range and the versatility of brass wire will enhance the range of modelling materials available to the model builder.

Bob Gallagher.

Miniature Scenic Modelling by Jack Kine, published by Argus Books. Copy for review supplied by Thomas C. Lothian Pty Ltd, 4 Tattersall's Lane, Melbourne, 3000. Price: \$10.75.

There are numerous scenery instruction books on the market at present. Each have their own strong and weak points, and all portray the individual author's method of scenery building. Many modellers have only had the opportunity to prepare scenery that only a few have seen, but Jack Kine, the author of this book has had the honour of having his scenery viewed by thousands, for Jack is a scenic artist with the BBC, being involved when he was a foundation member of the Special Effects Section of the BBC. As well as being involved in some Doctor Who, events has also produced work for the Pendon Museum. His ideas and methods have been tried and tested and shown to the mass audience, and are detailed in this book. The methods described start with the basic foundation (base boards) and travel through the many fields of landscaping, shrubbery, waterways, structures and superdetailing. The book is illustrated with numerous sketchings and some rather average black and white photographs which, due to the printing process, are a little flat (the subject matter being unquestionable). There are numerous hints for even the experienced scenerist within this publication.

Bob Gallagher

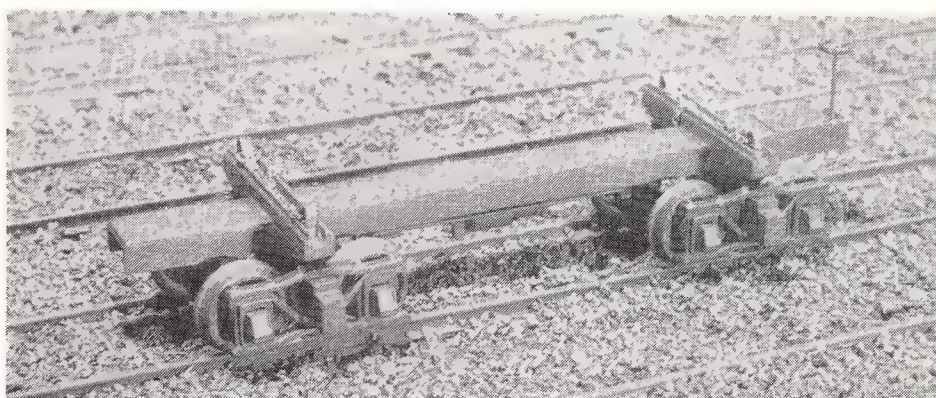
Australian car carrier in HO scale by Lima Models. Sample supplied by Southern Model Supplies, 63 Boothby St, Panorama, Sth Australia. Price: \$9.60

This model originally was listed as a Japanese car carrier and was marketed in a different colour scheme. As marketed by Lima Models, product code 309069, the model is moulded in a red (similar to VR) and coded VMPY 58. The code is a Victorian wagon code, and it is interesting to note that Lima have employed the modern four letter coding on the vehicle.

Basically, it is a steel built two-deck car carrier. It is 245mm long, 33mm wide, 51mm from rail to top of car (automotive type) and the wagon is supplied with six Mercedes type autos.

In prototype practice it is normal for these wagons to be run in block trains, and for loading/unloading they are shunted up against a ramp. Flaps on the end of each wagon are lowered into place which makes it possible to drive the automobiles from the storage area onto the train (via the ramp) and along the decks of each wagon until it is placed and fixed in place for its rail journey. The unloading procedure is the reverse of the aforementioned action. In some instances (ie, Cooks River, NSW) a mobile ramp which can be driven from each string of car carriers to the other is used, the ramp section of the semi-trailer type vehicle being raised and lowered by pneumatic pumps.

The model is well detailed and includes the top deck safety rail, the hinged flaps (fixed in place) on the end of each wagon, side ladders and boxes (under wagon) for storing hold down and fixing lugs. Most of the detail is well proportioned although the handrails



Keystone Locomotive Works logging wagon and Grasse River logging trucks.

are a little thick, being the result of styrene moulded parts.

The bogies are a rather coarse style of top hung type and are fitted with the standard 11.2mm metal (NEM flanged) wheels. The autos are held in place by two plastic spigots moulded to the deck which protrude up through holes in each car. The Lima horn-hook couplers are fixed to the bogies.

Although this is what is known as a repaint, it has similar characteristics found on some VR wagons, and a little modification would help to satisfy the more fastidious modeller. The top deck is readily clipped out which allows access to the lower deck autos. It would not be too difficult to trim the upper deck supports and replace the plastic hand rails with wire. The bogies simply clip out and could be replaced with those found under the FCF (Lima Models 302866) or even those expected to come with the Lima Models VR ELX.

A useful model.

Bob Gallagher.

Decal for the NSWPTC crest, by Mansfield Hobbies, 100 Pacific Highway, Waitara, 2077. Price: \$1.75.

These decals have been produced to be included with the 43 class from Korea, but have also been made available as a separate item. The basic description, unfortunately, is incorrect for the crest depicted in the decal is the NSWGR crest which comprises the kangaroo and lion each side of a State shield. The PTC crest is the L7 style! The crest is supplied in two formats, one inside a white oval and the other without the oval. The prime position for the crest is on the nose section of the diesel. There are ten of each style of decal and each unit is an individual decal which will separate from the backing paper after being soaked in water. The sharpness and overall trueness of the crest is very good, the only demerit being the slight fault in colour registration on some decals. A much needed product.

Bob Gallagher.

Log wagon kit for HO/HOn3 scale by Keystone Locomotive Works. Sample supplied by Import Hobbies, 4 Windemere Court, Albany Creek, 4035. Price: \$11.90 (for 2).

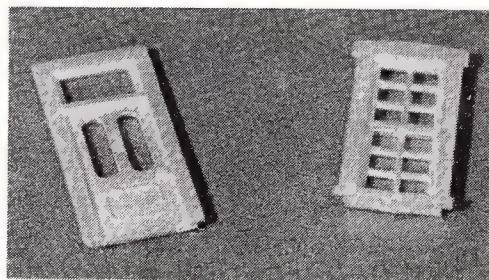
This kit is modelled from a standard logging wagon which is accordingly weighted so that it could 'track' properly over rough track full or empty. The parts are presented in a solid card box, sufficient components for two wagons being enclosed. A two page instruction sheet accompanies the die-cast components the amalgamation of both being a very easy task. Bogies and couplers are not supplied although Kadee MKD14 are recommended. Overall the kit makes quite a good model for little work, and is representative of the old style log carrier.

Es Davies.

Grasse River logging trucks in HO gauge by Keystone Locomotive Works. Sample supplied by Import Hobbies, 4 Windemere Court, Albany Creek, 4305. Price: \$3.45 pr.

The kit of parts contains metal castings of side frames, bolster and plastic wheels to NMRA RP25 standard. It is a very simple task to clean up the castings and then assemble side frames to bolster (inserting the wheels) and glue the parts with a super glue or quick setting epoxy. The supplied instruction sheet which includes a drawing makes easy a simple task. These bogies complement the logging wagons produced by Keystone. The trucks roll freely and track true.

Es Davies.



The above photo depicts the N scale door and window castings. The door casting was reviewed in the May/June 1980 issue.

12 light window castings in N scale by Period Miniatures. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg 3059. Price: \$1.40 per pack of 4.

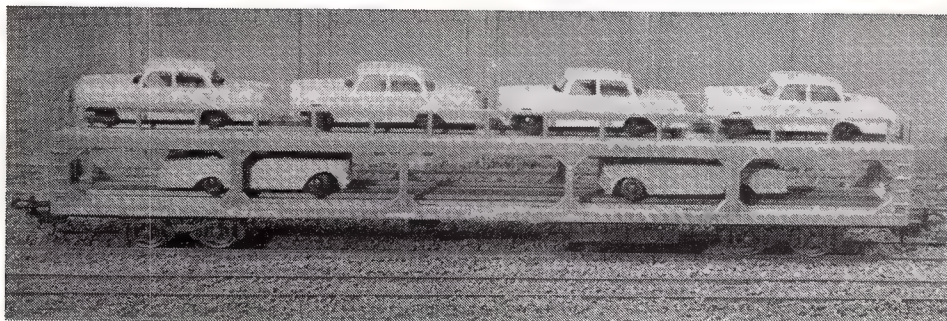
Marketed under the 'N' scale Custom Builders Series the white metal castings are supplied in a poly bag with a card top. The castings are representative of an olden style double hung 12 pane window. Inclusive on the casting are sill, as well as top and side exterior architraves. The top hung window is cast forward of the lower section. Overall size is 16.3mm high by 7.6mm wide. Window panes are 1.8mm by 1.7mm. Window size is 13.5mm by 5mm and the casting will fit into a 6.8mm by 16.3mm opening.

The castings are clean and square, detail is sharp and very little cleaning-up is required. The glass area can be 'glassed-in' with clear styrene sheet. Adding the windows to model structures is to cut an opening to clear 6.8mm x 16.3mm and glue the window in place in the opening. The top and side exterior architraves will hide any small gaps. Detail items of this standard are welcome in any scale, especially the growing (serious) N scale fraternity.

Bob Gallagher.

Australian container wagon in HO scale by Lima Models. Sample supplied by Southern Model Supplies, 63 Boothby St, Panorama, Sth Australia 5041. Price: \$6.50.

Railways and containers are synonymous these days and, to many, all container wagons look alike. This is where this model will satisfy a lot of modellers. It is in fact what is known as a repaint, being an existing model in the Lima range and repainted to an Australian Railway livery. In this instance it is painted grey (to represent the South Australian Railway scheme) and is coded FCF1, a code unknown to the reviewer. This wagon was the basis from which Dominic Taranto modified a SAR FBX wagon, described in detail in the Australian MODEL RAILWAY Magazine, Sept/Oct, 1976 issue.





The model is up to the usual high standard of the Lima range. It is a steel fishbelly framed, timber deck wagon and is provided with stake pockets, which we used to retain loose loads. The model is fabricated from injected styrene mouldings and is weighted with a steel weight that is fixed between the deck and the detailed underfloor. Detail is superb, although the stake pockets are a little oversized. The modern styled bogies are provided with 7.5mm steel wheelsets (NEM flanges) which can be readily removed and replaced. The horn-hook couplers are attached to the bogies.

The wagon is 173 mm long, 33 mm wide over deck and stands 16 mm above rail height. The two containers are 28 mm x 28 mm x 70 mm which is dead accurate for an 8' x 8' x 20' container. Each container is fitted with a door each side and a door on one end. The container samples on the FCF were painted mid-blue and lettered ESS, while the other was an off-white ACT container with a mid-blue surround around the symbol. The containers are held in place with two plastic spigots which are attached to the deck of the wagon and pass through two holes in the base of each container. If the wagon was to be run empty, the spigots would have to be cut off.

Although this is a repaint, it is in its own right a well detailed wagon and as mentioned before, many modellers think all flat/container wagons look alike. Lima models product code 30 2866.

Bob Gallagher.

1981 Calendar, produced by the NSW Rail Transport Museum, Sales Office, 27/15a Belmore Street, Burwood, NSW. Price: \$3.00

In keeping with its well established practice the Museum's 1981 calendar is once again in full colour. The cover shot is to the calendar's full size (280 mm x 380 mm) and shows 3828 on the Down Riverina Express near Yarra, June 2, 1962.

The interior shots — one for each month — are each 175 mm x 260 mm and depict the various classes of steam locomotives at work throughout the state. Of particular distinction, at least to this reviewer, is the photograph for September showing the South Maitland Railway's 2-8-2 tank No 20 at Bellbird Junction in the late summer's sun. For diesel enthusiasts there is a great shot of 4306 double-heading with 4303 leaving Willow Tree in July, 1977.

Of particular note this time is the inclusion of school holidays, shown in purple as are the other public (and public servant's) holidays. Very handy for planning those railway research trips without all the ankle-biters being around!

All in all the calendar is again up to its usual standards of quality and will no doubt be seen hanging in many train rooms and garages over the next year and a bit.

Allan Brown



HO Diesel detailing junk by Keystone Locomotive Works. Sample supplied by Import Hobbies, 4 Windemere Court, Albany Creek 4035. Price: \$5.60.

With all the superdetailing components on the

market it was only a matter of time before an enterprising manufacturer produced castings of junk, especially for scattering around the layout to create a scene of authenticity. The components in this package are basically parts from diesels that would be found around a diesel workshop. Included in the package is two and three axle power bogie side frames, wheels, 'F' type nose panel, pistons, air cleaners, brake shoes, etc, etc. The parts are all metal castings and are relatively free of flash and any unexpected faults. This latter aspect must be considered for the parts are rejects, or more correctly worn-out parts.

For correct utilisation the various parts should be placed around the diesel shed after they have been cleaned up, painted and weathered. Attention to detail on each component, i.e. rust on the tyre surface or heavy carbon on the piston, will enhance the visual appearance not only of the overall area but the realism of the thrown-out parts. These parts are provided to make the place appear untidy, and used correctly they will achieve that aim. Of course they could be painted and weathered and placed in an open wagon and carted around the layout, but again imagination and attention to detail is required.

Bob Gallagher.

VR 'ELX' kit in 'N' scale by Fybren Models, PO Box 88 Ivanhoe, Victoria, 3079. Fybren Models supplied the sample kit. Price: \$5.00 kit only/\$6.85 including bogies and couplers.

The VLX (now coded VOX/VOBX) is the general carrying open wagon on the Victorian Railways. The class is numerous, but there are so many detail/dimensional differences within the class that a two part article is needed for full coverage (publication expected in 1981). The kit is representative of 22 units built at Ballarat North Workshops between 1961 and 1964. (Units 74-89, 107-110, 14). The ELX is a fluted sided (5'5") 46ft by 9ft 8 3/4 inch bogie wagon. Most if not all of the class are fitted for bogie exchange and see service into all mainland capitals except Darwin. It would be the most sighted open wagon in use today. The SAR (before becoming ANR) has a number of ELX wagons which were painted grey. The kit is supplied as a body only or complete kit to suit varying needs.

The kit comprises a single moulding sprue, decals, instruction leaflet and where required a set of arch bar bogie sideframes which include Rapido style couplers, wheels and bolster pin, and decals. Upon the moulded styrene sprue is two sides, two ends and a floor. The moulding process on this model creates flash all round the sides, but careful cutting (as per directions in instruction leaflet) and a little filing (using a small flat second cut file) can produce a superb flash free detailed wagon side. Assembly as per instructions is straightforward, there being lugs provided as assembly guides. As a further hint, assemble the sides and ends together upside down on a flat surface of glass or clean pineboard, which will help keep the top rail level. Use MEK solvent sparingly, for too much could dissolve the scale detail. It may be necessary to make a few passes with a second cut file to fit floor so that it is flat. The bogies are added by fitting bolster pins, the model needing a

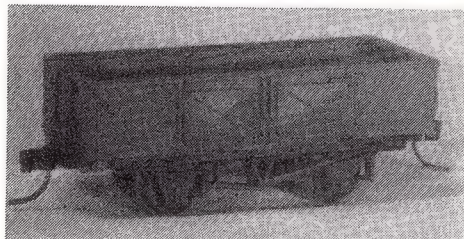
little drilling to accomplish the task.

Although the kit is moulded in a brown polystyrene it will be necessary to paint the model for a more correct colour, which is indicated within the instructions. Assembled the model is 89.3mm long, 18.9mm wide and the sides are 10.2mm high. The model is square and cannot twist out of shape. Detail is free of defects and includes the door latches/caps, hinges, tie down bars and code board, while the underframe includes some support detail. The model is representative of the prototype, and the moulded detail is sharp. The bogies supplied are incorrect for the 'ELX'.

The presentation of this kit, although being simple, is very effective and the photograph on the card top not only provides reference for super detailing but is a guide to prospective purchasers as to the contents of the package. The instructions are brief but sufficient for the newcomer to follow and effectively assemble the kit. Assembly time was about 20 minutes, superdetailing, painting and decaling adding to the time.

A first for 'N' scale and a good beginning. ('N' scale 1:160).

Bob Gallagher



Victorian Railways GY 4-wheel Open Wagon in N Scale by MRC Models. Sample Purchased from Casula Hobbies, Macquarie Street, Liverpool, 2170. Price \$3.95.

The prototype of this wagon was fully covered in the January/February 1980 issue of this magazine and so I do not propose to give much background on the prototype other than to say that they were first introduced in 1939 and are still in use today. The prototype for this particular model is one of the inside sill versions. Most dimensions are correct or within 6 scale inches. The length over couplers, using Kadees is approximately 28" as opposed to 24" 10" on the prototype. This error could be reduced with a bit of hacking but my motto is discretion is the better part of a mangled model.

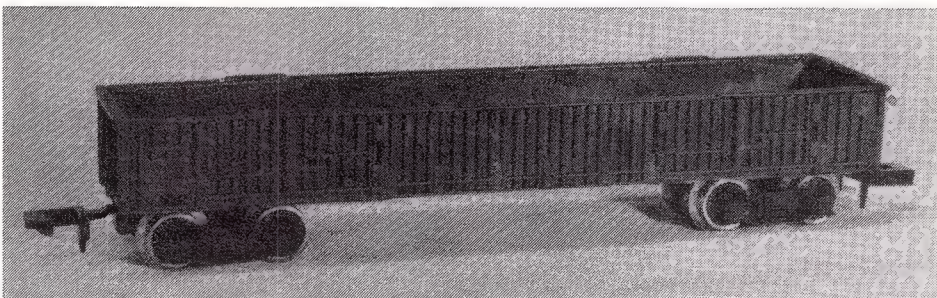
The model is a one piece casting that comes without the frame, couplers and instructions. Few instructions are needed but it would be nice to know which underframe the model is designed to fit. I used the Peco 10' underframe and I found that the brake rigging, while coarse, is the same as that used on the GY wagons. I trimmed off the Rapido style castings and used Araldite to glue the frame, including the weight, to the casting. I also used Araldite to glue Kadee couplers direct to the floor of the casting; this results in the correct coupler height. The casting has good detail including the distinctive embossed doors. Be careful when painting the model or some of the detail will fade under a heavy coat of paint. I bought four castings and each one had small bubbles through it although they disappeared under a coat of paint. The sides of the castings were not over-thick.

For the price I feel this wagon is good value.

Stuart Livesey

Diamond Stack in N scale by Detail Associates. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg 3058. Price: \$1.85 for two.

Detail Associates have recently commenced production of N scale detailing parts and these have become available rather quickly in Australia via McBees. The diamond stack is among the range presently available and it is interesting to note that the finished product is of high standard.





The metal castings, supplied two to a poly bag pack, are of the 'diamond' style stack as used on steam locomotives in the Old West. The casting is clean of most flash, the only evidence being the mould joining line and this mark can be easily removed with a file and/or suede shoe brush. Detail is sharp and lacks and visual imperfections. The diameter of the upright is 2.5 mm, enlarging to 6 mm and back to 4.4 mm over the diamond section which encompasses 4.4 mm of the overall height of 10.5 mm. There is a 3 mm diameter hole in the top of the 'diamond' and the base is flared and curved to fit onto the loco boiler. A 1 mm pin protrudes from the centre of the base, and can be readily used to mount the stack.

Bob Gallagher.

Flared stack in N scale by Detail Associates. Samples supplied by McBees Hobby Centre, PO Box 144, Coburg 3058. Price: \$1.50 for two.

Packaged in a poly bag, these two flared locomotive stacks are part of a wide range of detailing parts produced for the N scale enthusiast. The white metal castings are free of imperfections, only requiring light filing to remove mould join mark. Detail is sharp. The casting is of the 'flared' type and as such the outside diameter of the stack increases slightly from the base to the top. The stack is 7 mm over length, the diameter increasing from 2.5 mm at the base to 3.6 mm at the top. The stack base is flared and curved for fitting to the boiler via the 1 mm pin provided.

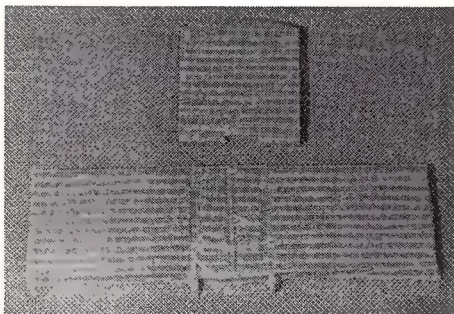
Bob Gallagher.

Fluted sand dome in N scale by Detail Associates. Sample supplied by McBees Hobby Centre, PO Box 144, Coburg 3058. Price: \$1.50 for two.

Sand domes are usually cylindrical objects fitted to the top of a locomotive boiler (in line with exhaust stack and steam dome) and used for housing the quantity of fine sand used for traction. The sand is gravitated from the sand dome, via sand pipes, to the rail head, the end of the pipes being a few centimetres above the rail head and a fraction in front of a traction wheel.

The sand dome (fluted) produced by Detail Associates is a metal casting which is free of casting defects and flash. The mould join mark on the dome can be removed with a file or by brushing with a suede shoe brush. Height of the dome is 5 mm, with a diameter of 4 mm. The base of the dome is curved for neat fitment to the boiler top and a 1 mm pin protrudes from the centre of the base for easy attachment.

Bob Gallagher.



VR 16 ton 'U' van body kit in HO scale. Sample supplied by Arcade Signal Box, Shop 8, Foleys Mall, 445 Sydney Road, Coburg 3058. Price: \$1.80.

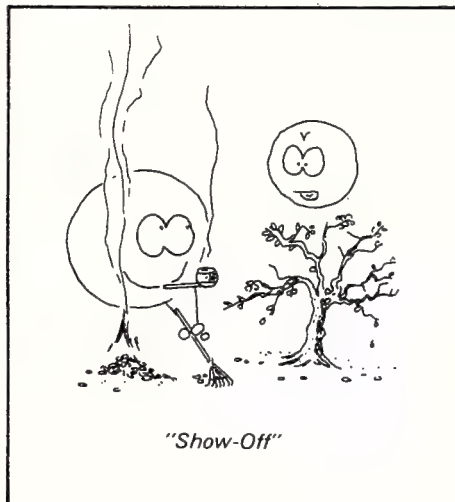
The 'U' coding is one applied to four-wheel louvre vans on the Victorian Railways, and only a well detailed article could accurately cover all the varying types in the class, but the kit under review is the 16

ton 25 ft version and if bogies were utilised instead of axle boxes the van would be coded 'UB'.

The kit consists of polyester castings, and parts supplied are both sides and both ends. Roof, floor, axle boxes, wheels, couplers, underfloor detail, etc, have to be purchased as extras. The parts have a little flash (clean-off with file) and the sides are 3.8 mm thick. It would be necessary to bevel the sides and ends together as shown in the assembly instructions. Detail on the castings is realistic and relatively sharp. Hinge and latch detail is evident.

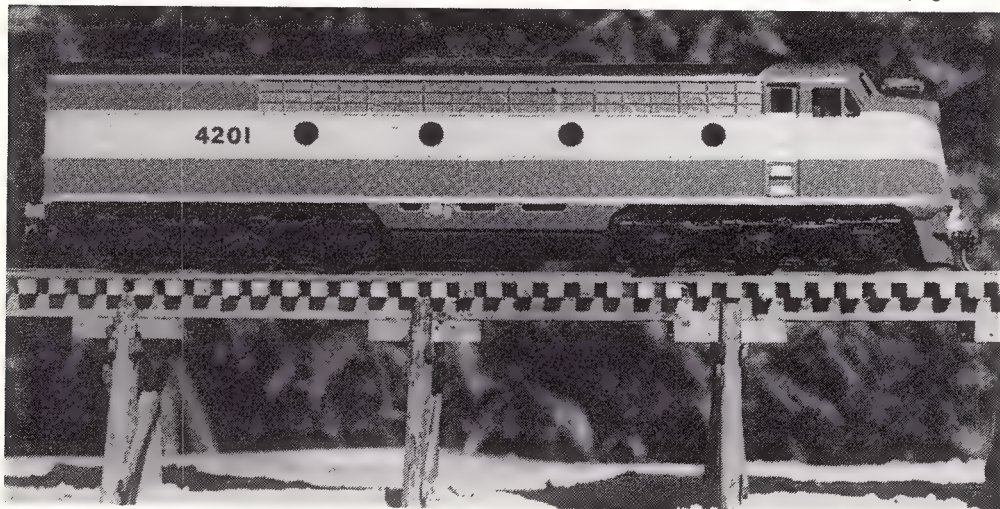
An ideal kit for the modeller wishing to start scratchbuilding but lacking the initial expertise to form the exterior detail. Assemble the kit as per instructions, then add roof, floor, etc. using articles in AMRM as a guide. (i.e. roof and floor detail from NSWGR 'BPV' article in March/April 1980 AMRM, and axle boxes/underfloor detail from VR 'KMQ' article in July/August 1980 AMRM). The experience gained not only building the kit but converting article detail to modelling detail will benefit the modeller.

Bob Gallagher.



AMRM NEWS

Continued from page 38



4201, painted in the 125 years of service celebration colour scheme. Model painted by Bill Parkinson and photographed by David Howarth.

be suitably decorated with Waratahs and special lettering, and is being painted at Chullora. 4836, is being painted at Cardiff, and will carry the green and yellow livery with silver trim, although the yellow band will be narrower, and is expected to flare-out on the front to a diamond. The roof will be black with silver trim and the loco will be suitably decorated with Waratahs. The loco number will remain on the cab side and the lettering "125 years of Rail Service. 1855-1980" will be added to the side.

AMRM is taking steps to acquire colour photographs of both locomotives for publication in a future issue. Readers will no doubt be on the lookout for the units in action during and after the celebrations.

Social Clubs

A trend becoming common in Australia is for the local hobbyshop to foster a social atmosphere in his premises usually on the late shopping night or Saturday morning. This encourages the 'bull sessions' that many modellers enjoy and participate in, and the new modeller can benefit by talking with more experienced modellers. The hobby shop proprietor, however, also benefits by the presence of modellers in the usual way.

Another trend becoming popular is for hobby shops to obtain by special manufacture or importation a product or products to be retailed solely at their outlet. The exercise is very effective in getting modellers to travel across town to either acquire or

view the new product. It is, however, very frustrating to travel over 30 km to a hobby shop only to find the remainder of the special products reserved for regular customers.

Reviews

AMRM has, during its history, been noted for its reviews, be they good, bad or otherwise. Readers Surveys conducted by AMRM have all had the REVIEW section voted the most popular section of the magazine. It is interesting, however to note the varying views of individuals towards various reviews.

Some modellers write in acclaim that the review of certain products has assisted his choice of product and usage of it, while another modeller writes critically that the same review did not point out that a certain aspect of the product was inaccurate. On the other hand some producers have displayed their displeasure at not receiving a 100% accolade by the reviewer, while other manufacturers have rung to thank the reviewer for pointing out a missed aspect of the kit.

Some readers make disparaging remarks to AMRM staff when their sample of a product reviewed does not seem as good as the sample reviewed (the reviewer being accused as being biased toward the manufacturer), and some readers seem to expect the AMRM reviewers to take a big stick to all manufacturers, regardless of the quality of the product. It does seem very easy to be caustic toward a reviewer's comments, especially when the comments have been misinterpreted or as in some cases not read at all, but criticised just the same.

The policy of AMRM Reviews is to fully describe a product, outlining the good and bad points and, if defective in any way, explain, where possible, a way around the pitfall. The aim is to fully advise the potential purchaser of the product so that he can be fully aware of any defects before the purchase of the product. The review can also be a guide to the manufacturer to eliminate future faults, that is of course if he will accept criticism for what it is and if he wishes to look at his product through someone else's eyes.

If readers at anytime see an instance where they believe a reviewer has been too harsh or too lenient please feel free to write in and point out the specific point. It will help the reviewer, for in fact it can be a

review of a review. To go to a local meet and complain bitterly of a reviewer's outlook without informing the reviewer of your view will not achieve a satisfactory result for the complaint in the present or the future.

Criticism

It is interesting to note in the July 1980 issue of Model Railroader a readers letter that criticises the editorial policy of the said magazine. What is unusual about the letter is that the author made the effort to be specific in his criticism so that little doubt could be placed on the meaning of his words. There was a lack of sweeping generalisations to cloud the issue and accordingly it was possible (for the editorial staff) to unmistakably understand the author's comments.

Both the letter author and the magazine are to be congratulated for the exercise of publishing the letter can only lead to an all round better understanding which in the long term will benefit Model Railroader readers.

We are aware that many readers of AMRM do not agree with AMRM policy or comments, but when they write in or discuss their point of view they do not adequately describe or specify their point in a way that can be fully understood by AMRM staff. We will always welcome letters from readers that are not an accolade to AMRM policy but we request readers to be specific in their descriptions. If necessary quote specified text and explain your point of view so that it can be understood and where necessary avoided in the future.

Always bear in mind that AMRM staff members are drawn from the ranks of railway modellers. Most are average modellers with a little enthusiasm toward putting what they consider a good hobby before the eyes of others so that those same eyes can enjoy the hobby. The fact that AMRM staff are just average modellers would indicate that they can either make an error or not view a subject in a correct way. If readers refuse or refrain from correctly pointing out the (possible) error, the staffers can not be made aware of the alternative point of view.

Feel free to write; if not for publication, indicate so.

Bargains

It is at times wise to either assist with the weekly housekeeping or at least keep the housekeeper (wife/mother/girlfriend, etc) aware of your interest in the hobby for there are times where their attentiveness at the market will be of benefit to the modeller.

It has, in recent months in Sydney, been very difficult obtaining certain commercial products, especially the Hornby 'Z' van and the Joueff 46 class, but the sudden appearances of both items, at unexpected venues has been a bonus to some modellers.

The Joueff 46 class became available in limited numbers at a Bexley toyshop, the loco being included in a set selling for \$44.

The Hornby 'Z' van will win the award as the bargain of the year for it became available as an unadvertised special at Franklin food markets for 69c. YES, sixty nine cents! with no limit it was possible to acquire as many vans as one could carry, while the stocks last.

No doubt by the time this mag appears in print there will be little evidence of the prementioned products, but there may be more in the future, so keep your eyes and ears open.

Newsletters

It is interesting to read some of the many club newsletters that are being published these days for they can be very informative as to the activities of various groups. It is also rather amusing to read comments urging club members to read and purchase AMRM for specified articles, but it was rather disturbing recently to read in a newsletter of a forthcoming article in AMRM, especially when no one at the magazine knows of the article. Oh well, maybe the mails are late!

Limited runs

In this day and age of high costs and limited finances, entrepreneurs are turning to the production of models on a limited run basis. The numbers produced vary with production procedures but in some cases the numbers produced will be very small and only the very quick will acquire a sample.

The Berg 'S' wagon is one such product that, while being made by the injection moulded process, will only be produced in small numbers and as such only retailed from Bergs Hobbies at Parramatta. Bergs also retail the New Zealand made white metal kits which include the 'LLV' in HO and N scale and the HO scale 'OCY'. A future model will be the 'TRC' in HO and N scale and the NSW 45 class.

Mansfield Hobbies of course are releasing the NSW 43 and 442 class diesels in limited runs. Again

the models will only be available from Mansfield Hobbies as will their very useful hand held controller. Other limited run items include the NSWGR diesel coat of arms decals and numbering sheets.

Model Dockyard, in an advertisement in this issue, will soon release a limited run of the NSWGR AD60 class locomotive.

Stephen Johnson will follow his water tower kits with a very limited run of a HG brake van kit, made from epoxy castings.

While keeping very quiet, ATM is still in production and will in the future release the planned 43 class kit, which should be advertised within AMRM pages.

While not being a specific limited run model it does appear that the NSWGR 'D59' locomotive will at last appear under the Bergs Models banner, as a brass model being manufactured in Korea.

It is interesting to note that the NSW 45 class diesel kit, soon to be released by Bergs Models can be usefully modified to a SAR 600 class as can the proposed Mansfield Models NSW 442 class be modified to a SAR 700 class.

Commercial News

VR modellers, who for years have claimed they are the forgotten, as far as manufactured goods are concerned, should be relatively happy with the current progress in HO and N scale goodies appearing on the market. For some months now McBees have had available various bogie sideframe and axle guard castings, but we understand that the supply is to be no longer available. AMRM is publishing an article on kitbashing a VR 'Y' class diesel in the January/February 1981 issue, and the bogie sideframes to be used are those that have been available from McBees Hobby Centre. So, if you are interested in building a VR 'Y' try and obtain the bogie sideframes and an Athearn SW1500 locomotive unit while they are available.

While on the subject of VR models, and leaving the comments of the FYBREN MODELS 'N' scale 'ELX' to the reviewer, it is interesting to observe the emergence of a new brand name to the Australian manufacturing field. Their initial field will be VR lineside and rolling stock kits under the trade name of Broadgauge Models. Sale will be via mail order. The first kit will be a set of epoxy castings for a 40' x 20' four door VR galvanized iron goods shed. The shed is similar to many in use on the VR and is representative of the unit at Lilydale (Vic). We understand that the kit will be on the market prior to Xmas 1980.

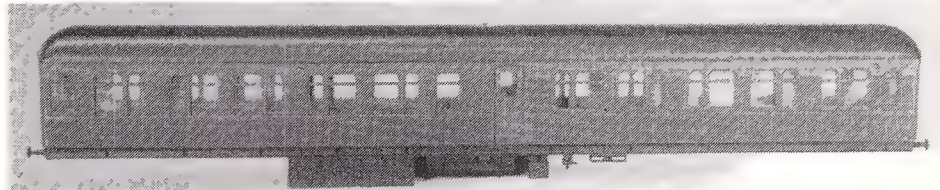
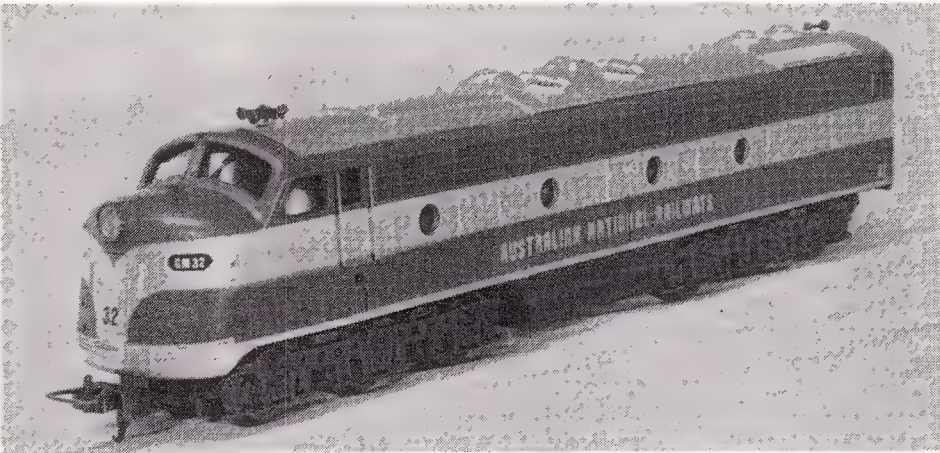
There are times when some modellers become

very sceptical to the planned release of a model, the scepticism being caused by the apparent long wait for a model after the initial press release, or the information 'leak' that the model is on its way. (You see, Canberra is not the only leaking vessel in this country.) In recent years numerous models have come under this category including:- Lima C38, Lima IP power car, Prototype & Bergs D57, Trax LCH, Zero One, and many more. There are many reasons behind the apparent long delay in the delivery, sometimes unavoidable. In some instances the 'information leak' is far too early and generally caused by the excitement on the producers' part. There is also the problems that appear during the manufacturing process where there is either a machinery failure, strike or a more important customer to delay the model or the problem of insufficient detail for final tooling which can take years to overcome, especially if the manufacturer is overseas and does not speak fluent English. Despite the many reasons, there is a need for understanding and patience on the modellers' part and a little forethought on the manufacturers' part not to be too specific with delivery dates if there is no real prospect of delivery.

Regardless of the aforementioned, manufacturers will continue to release information of a forthcoming model, and if it takes a little time in coming some modellers will become sceptical of its eventual arrival. This is and will remain a part of model railways, but it is pleasing to advise the definite forthcoming arrival (no dates) of a few models. The principals at Bergs Hobbies have advised that the FS and BS coaches will definitely be coming, albeit at a slightly higher price than originally expected. Southern Models have also advised that the Lima S/42/GM locomotives and the TAM/MBE coaches are in production at present (August 1980) in Italy. The accompanying photographs illustrate a few samples the Lima GM32 being illustrated (the model will also be released as VR 'S315' and NSWVSR 4201) as is the unfinished samples of the NSWGR 'TAM' and 'MBE' coaches. As indicated no delivery dates but it is pleasing to observe that progress is being made on these models. AMRM thanks both Bergs Hobbies and Southern Models for sharing the news with AMRM readers.

History Making?

July/August 1980 must go down in the history of Australian model railways as an important period for



The above three photographs illustrate three of the forthcoming models from Lima. On top is GM32 (which will also be released as 4201 and S315), in the centre is the body of a TAM sleeping car and the lower photo is a body shell of an unpainted MBE passenger coach.

Photographs by Graham Ball.

within a 25 day period three injection moulded kits came onto the market. First was Berg's 'S' wagon (in late July) made in the United Kingdom, then there was TRAX's 'LCH' kit in HO scale (August 7) made in Sydney and then in mid August the Victorian made N scale 'ELX' kit by Fybren Models became available.

For some years now Australian modellers have been calling for high quality products. They are here and there are more on the way (the AR kits 'BCH' should be here by October as should TRAX's 'S' wagon), and now it is up to the modelling public to prove that they do want high quality products. That can only be done by digging deep and parting with that hard earned dollar. The day of paying the Australian prototype modelling scene lip service has ended. A new era is here and the time for procrastination has gone, so put your money where your mouth is.

Okay, now the injection moulded kits are here, are they what is wanted? Will they help improve the overall standard of modelling? Will they further the growth of the Australian prototype scene?

Realistically, at first glance, the two kits (of NSW prototype) do not have the obvious deficiencies that the polyester cast kits had. There are no blowholes and the thickness of the kits is uniform. The detail is better (except that the wood grain effect is not fully captured) and generally there is less cleaning up prior to assembly. Although there is no improvement in the assembly instructions the kits are an improvement on what was on the market prior to the arrival of the injection moulded kits.

Despite the previous paragraph, the detail on some of the kits is not as good as the best kits that have been produced in some form or other, in Australia previously. The new LCH is not as detailed as the Prototype LCH that was around some years ago, and the detail on the S wagon is not as sharp as that on the Workshop 5 Models S wagon which was available in limited form two years ago. So, while the detail on the current crop of injected moulded kits is good, it could be better. But there is little doubt that by the availability of the LCH and S wagon (and the kits to follow) the modeller will be able to purchase, off the shelf models of better quality than has, on average, been available to date.

The basic design of injection moulded styrene kits does facilitate for ease-of-assembly, bringing the kit-assembled-model to within the scope of many modellers (for there are numerous model railway enthusiasts who are very wary at attempting to put the polyester or epoxy kits together), which should further the growth of the hobby. But the presentation of the new kits is in no way attractive, and the limited information printed on the card top does not give anyone but the knowledgeable enthusiast any idea as to what is enclosed inside the poly bag. The cost of a professionally printed illustrated and detailed instruction leaflet, doubling as a top for the package, would cost very little when compared with the final cost of the kit which, if properly displayed, would enable anyone looking at the display to ascertain the contents of the package, and thus the possibility of new modellers joining the ranks of local prototype modellers.

Summing up there is little doubt that the new kits are the best available at present. They are ideally suited for the average modeller (but at present being presented only at the enthusiast market) but would gain wider appeal with a little improvement. The principals of Bergs Hobbies and TRAX should be warmly thanked for their foresight and application to get these kits on the market. Their actions will benefit the hobby and encourage the other manufacturers who are having difficulties getting new products on the market.

Sold Out

The worst thing a prospective buyer can be told after he has made a long trip to a distant hobby shop for a specific model is that it is SOLD OUT. It is a graver situation still when you learn that there is no more models left at all, and that the model you desire will now only be available via the second-hand market which can be very expensive if not completely elusive.

The sold out syndrome is brought about by numerous conditions but primarily due to the large number of limited run models at present on the market. One example of the SOLD OUT sign is displayed on the Mansfield Models 43 class which had sold out prior to the end of August, 1980. While this may be good for the hobby shop and the business it can be disappointing if you had your heart set on a 43 class but were a little slow in placing that order.

There is little chance of the present supply system changing for it is one way the hobby shops can make available quality models at a respectable price, and

not get caught with boxes and boxes of models, which can happen (sic the Model Dockyard 79 class). One way we can get the message to the importers that they did not bring enough models into the country (or make enough models) is to seek out the respective importer and advise him of your desire to acquire a model and be prepared to place some money down to confirm your verbal action. There is no time like the present and if you do desire a brass 43 class and have missed out, contact David Anderson at Mansfield Hobbies and let him know of your disappointment. If enough modellers are interested and the interest is definite, there may be a chance of another run of the 43. If you are interested it is worth the effort.

Hospitality

Every now and again AMRM staff manage to depart their regular duties and head out of the dusty city into the countryside for holidays and where the opportunity presents meet with readers in the country towns. A recent trip by one of our staff was to Orange where the usual warm country hospitality was extended in Barry Dean's train room, an ex-NSWGR 'Bl' coach. It is this warm acceptance that makes this hobby so great.

Model Railways is Fun?

Recently a couple of AMRM staff members were involved in a 'Bull Session' with an associate or two when the subject turned to local models, the detail of same, and their ability to be readily assembled. As the discussion became 'warm' one of the 'debaters' who was not necessarily conducive to the desire for better models, suggested, in no uncertain terms, that those who continually demand better quality in their models have lost the true sight of model railways. "Model railways should be fun", was the catch-cry "and if modellers forgot about their demand for better models, they would enjoy the hobby better!"

After the session ended time for thought was available, and the 'Model Railway is Fun' catch-cry hung in the mind, and maybe it was true. Numerous thoughts verified the 'FUN' component including meeting nights, layout building and displaying, social meets, layout visitation, field trips, learning to scratchbuild and teaching others tips that had been picked up. Gradually the thoughts came to purchasing brass locomotives that would not run, trying to put kits together only to find broken and unrepairable detail, sides of differing lengths, sides and ends that would not join together and all of a sudden the FUN aspect had slid from the thought scene.

Oh well, maybe it is fun trying to make good models out of the mess.

Yes, Model Railways is Fun.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore.
Membership Enquiries:
PO Box 317,
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The Annual Membership fee for the SCMRA is \$8 from March to February and \$6 Joining Fee.

Membership entitles you to participate in the activities of the Association, to receive AMRM, and our newsheet *Booster*. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday on each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

DIVISIONAL REPRESENTATIVES:

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Barry Turner,
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Victoria:
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Ph: (03) 700 2397.

New South Wales:
October 11: Running Session at North Narrabeen.
November 8: Running day at SSME Luddenham.

Queensland:
October 11: Grantham Sawmill.
November 8: Meeting at Grovely.

Victoria:
October 11: Meeting at Laverton.
November 8: Running day at Croydon.

TAXI SIR?

Rarely seen on layouts is a taxi rank, either at a station or in the main street, but all one needs is 3 cabs to make an effective scenic detail. Since the object is to make a scenic overall picture, I am only going to give the colour scheme of Brisbane cabs, leaving out the company name on the cars (¼mm letters on doors), insignias (2mm circle on doors), and white numbers on the green licence plate. After all, how many can read that size lettering from 2m? Similarly, most Brisbane cabs are Holdens (FUN-HO) or Fords (COLES) but at 2m any HO scale car will look correct when painted in colours people recognise.

So here are the colour schemes (1978) Brisbane Taxis:

1. Yellow Cabs: Orange all over (Yes - yellow is orange).
2. Black and White Cabs: All white with a black bonnet and a black boot.
3. Blue and White Cabs: All white with a dark blue bonnet and dark blue boot.
4. Red and White Cabs: All white with a red bonnet and red boot.

So far no problems with the painting but:---

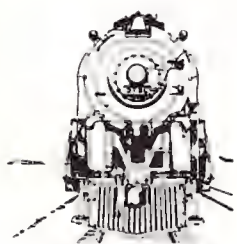
5. Ascot Cabs: Green (fairly dark) body with a yellow "V" on the bonnet and boot, and from the window line down to the bottom mid point of the doors. Green bonnet and boot and yellow sides with a white roof. Green bonnet and green boot with the rest of the cab white. The last 2 schemes are on trial at present (late 1978).

Some cabs of Black and White still have the pre-1970 colours — all black with a white roof. Also some Blue and White sport their old all Blue and White roof design.

I realise that you all don't live in Brisbane, but you are all familiar with your local cabs.

If your local cab is black and white, why not use the colours from the capital city of your state, ones that people would recognise. Or start your own company which has its headquarters at the local garage, so a couple can be parked beside it. For example; What company does green and yellow bring to mind?

Peter Kelly



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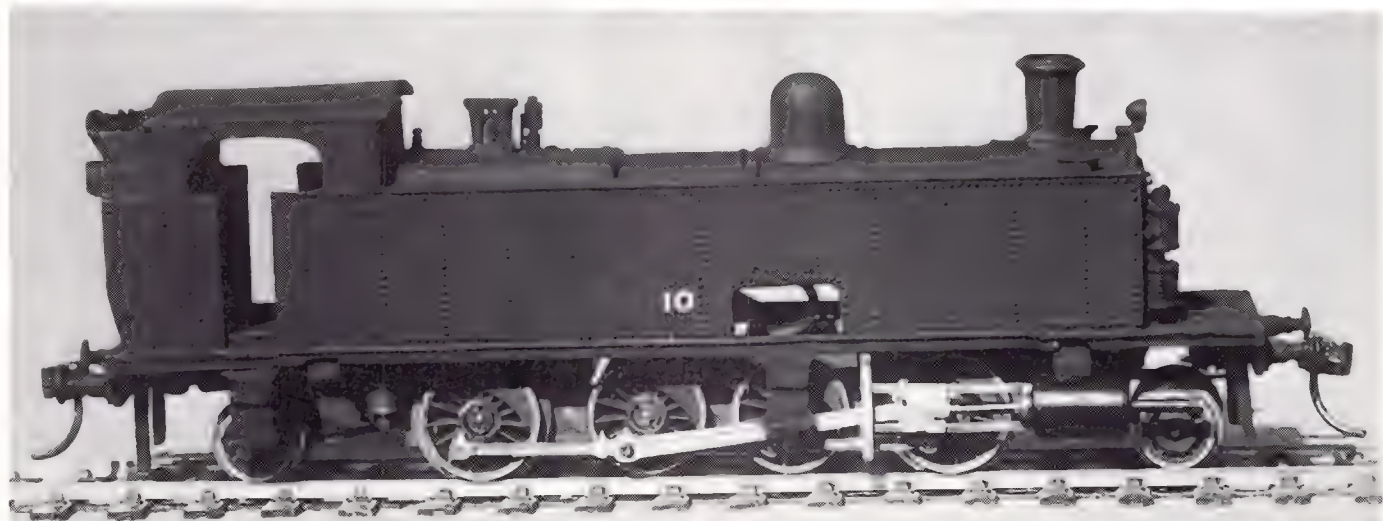
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All outstanding orders should be despatched by the time this issue becomes available. We wish to extend our sincere thanks to all our clients whose patience has been outstanding. As from now there should not be delays as in the past. The driving wheel situation is well in hand and will cause no problems for the future.

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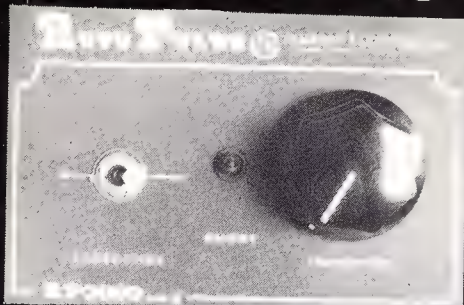
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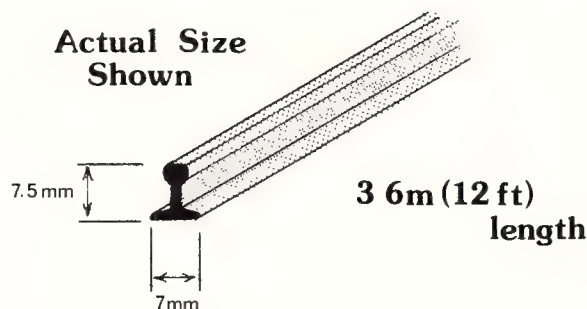
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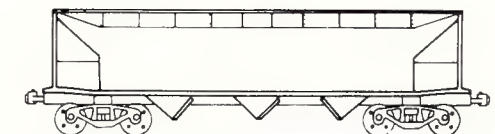
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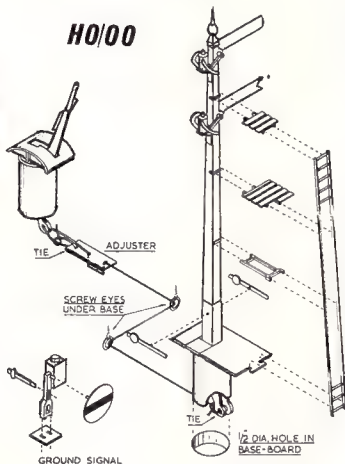
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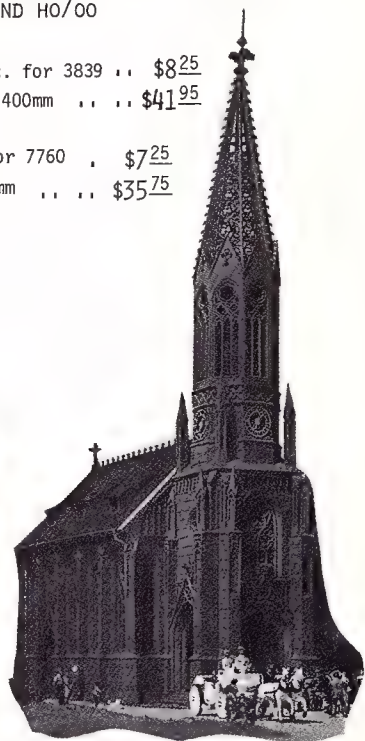
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Std Combine SF	11.70
Std Coach SF	11.70

MINITRIX

FM Switcher	42.00
-------------	-------

ATLAS

GP 9 Diesel SF, RG	28.00
E7 BN, SP	35.00
40' Box Car Plug Door WP	2.80
40' Box Car BN	2.80
50' Stock Car CB&Q	3.15
50' Dbl Door Box Car SP	4.20
Beercan Tank Cars SL, CT	3.15
Std Caboose SF, SP, UP, WP, D&RG	3.90

CALSCALE

Timber Trestle Kit	3.50
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CABOOSE INDUSTRIES

Sprung Ground Throw	2.10
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SHINOHARA

No 4 LH, RH	4.95
No 4 Y	5.60
No 6 LH, RH	4.45
No 6 LH RH Curved	8.75
No 6 3 Way	16.50
Flex Track 90cm	3.20
30, 45, 60, 90° Crossing	5.30

KADEE

1000 Truck Set w/couplers	3.50
1023 Couplers Assembled	2 pr 3.60
1025 Couplers Kit	2 pr 2.70
1310 Uncoupler	2/ 2.70

MAGNUSON MODELS — HO

Gemini Building	12.55
Bill's Glass Shop	12.55

HO SCALE

ATHEARN	\$ c
FM Trainmasters SF SP	29.25
GP 9 SF, CB&Q	25.20
GP 35 CB&Q, SF SP	25.20
F7A Pwrd SF	25.20
F7B Dummy SF	8.40
F7A Dummy SF	8.40
PA1 Pwrd UP	27.95
PB1 Pwrd UP	27.95
PA1 Dummy UP	10.50
PB1 Dummy UP	10.50
PD Pass Cars SF	6.95
Sline Pass Cars SF, SP Daylight	6.95
Std Caboose SF, UP, GN	4.20
Wide Vision Caboose BN, SF, RI	4.55
50' OB Box Car Railroad	4.55
Single Dome Tank Car SF	3.50

ROUNDHOUSE

Box Cab Diesels	30.10
Box Cab Track Cleaner	32.90
Harriman Coach UP PRR	6.95
Ore Car Rect Side UP, GN	3.50
26' Ore Car Hi-Side SP	4.20
50' SD Box Car SSW, GN, SP	4.20
50' PD Box Car BN, GN, UP	4.20
40' Round Top Box PRR	4.90
40' Box Car BN, GN, DRGW, SP, SP&S	4.20

NICKEL PLATE PRODUCTS

1 metre Flex Track Weathered	2.25
No 7 Point LH, RH Weathered	3.65
Rail Joiners Weathered 1 doz	.60

DETAILS WEST

50' Dbl PD Box Car CNW, SP, UP	7.35
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SCALECOAT

Paint Remover 16 oz	8.35
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HOBSCO

Goo 1½ oz	2.10
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NEWS BITS

Back in stock are Berg NSW Plastic Station Kits at \$13.00 each. These are very popular at this price so don't delay your orders. A large shipment of Atlas rolling stock is due soon after this magazine is published. Please write if there is any specific piece you require as it could be in this shipment. Further stocks of Con-Cor's PA1 in UP, SF, SP, PRR and GN (Emp Bldg) are back in stock. Cost of each has now risen to \$44.25. We are still able to offer their F3 in SF and GN (Emp Bldg) at \$40.50 ea, however, stocks are limited so don't delay. Good supplies of Polly-S and Floquil paints are in stock still at \$1.50 per 1 oz bottle.

Compare our prices. Can you afford not to shop with us?

We accept most trade-ins and are always in the market for reasonable quality used brass items as well.

Don't forget we can obtain all US railroad magazines for you at US cover price except for Narrow Gauge and Shortline Gazette which is now \$2.60. We can obtain most US railroad books for you at US cover price as well. Write with your enquiries.

Postage is extra on all items at standard Post Office rates plus 25c handling fee. Please allow extra, any excess refunded.

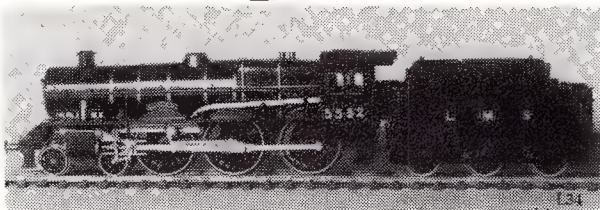
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AVAILABLE
'OO' GAUGE**
FROM AUSTRALIAN
MODEL SHOPS

KEYSER MODEL KITS

NO MORE GEAR MESHING PROBLEMS!



LMS 5x5p JUBILEE

191 of these locomotives were built between 1934-37 and could be seen on any section of the L.M.S. until the final days of steam. The kit is supplied with optional boiler fittings, etched valve gear and three pairs of etched name plates.

LNER P2 2-8-2

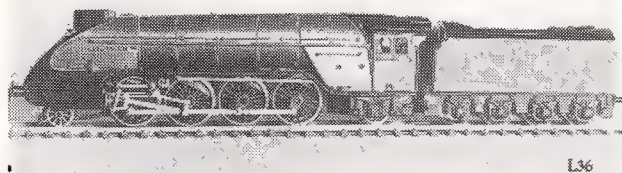
The most beautiful streamlined locomotive ever produced? A class of six, four built in streamlined form and two rebuilt from earlier experimental engines. The kit is supplied with all six name plates and full Walshaerts valve gear.

NEW MOTORS COMPLETE WITH GEARS

NEW SHRINK WRAP VISIBLE PACKING

COMPLETE KITS

NO EXTRA MOTORS,
CHASSIS OR WHEELS
TO BUY

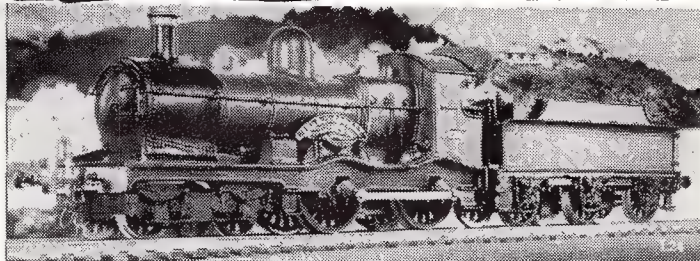


GWR 3252 DUKE 4-4-0

Numbered 3252-3291 these locomotives were all named and, in their early days, lined. They make an ideal shed companion to the Bulldog (Kit L. 3). The class was built from 1895 to 1899 and about half a dozen survived through to the early BR days. The model depicts the 1903 versions with the standard boiler.

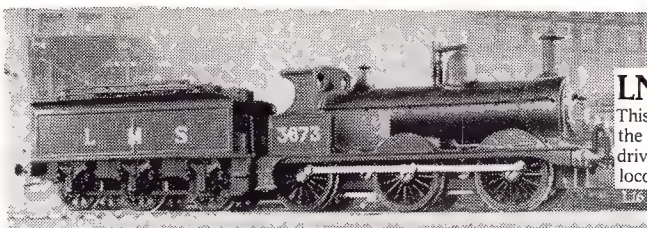
GWR 28xx 2-8-0

This class of engines were introduced in 1903 and were the first 2-8-0's in the country and were probably the best ever produced. There were 133 engines, the first being scrapped in 1958, the last 1960. The model is supplied with both types of cab.



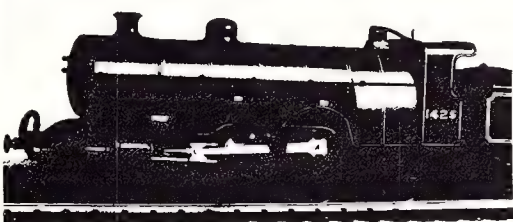
LMS JOHNSON 2F 0-6-0

When 58182 drew its last breath in 1964, the oldest locomotive still in service with BR was mourned. Over 850 of these typically Victorian engines were built from 1875 with many variations. The model represents the original version.



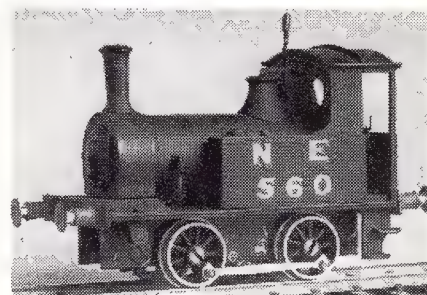
LNER Ex NE Y8

This quaint little 0-4-0 built in 1890 lasted through to B.R., the last being scrapped in 1956. It had only three foot diameter driving wheels and must have been one of the smallest 'main-line' locomotives ever built. A simple kit.



LNER (EX GN) ATLANTIC 4-4-2

Some 80 engines of this class were built between 1904 and 1908. They were powerful but graceful and highly thought of by their crews. Used mainly on fast passenger trains, they were generally considered one of the best pre-war locomotives. The model represents the post 1911 version and is supplied with the later LNER fittings.



TRADE ENQUIRIES TO:

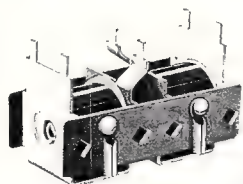
INTOY PROJECTS

R229 BROADWAY SYDNEY 2007 Ph: 660-2536

RETAIL MAIL ORDER DEPT. C/- FANTASTIC MODEL SHOPS, 34 ANGEL ARCADE, SYDNEY, 2000
DUE TO LONG ADVERTISING LEAD TIMES WE CANNOT GUARANTEE IMMEDIATE AVAILABILITY

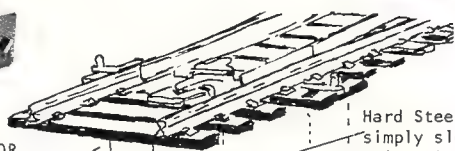
**mail order customers, some loco kits
on special this month, send for list.**

success... is PECO

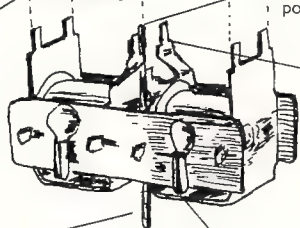


PL-10 PECO POINT MOTOR

The Peco Point Motor fits directly onto the point



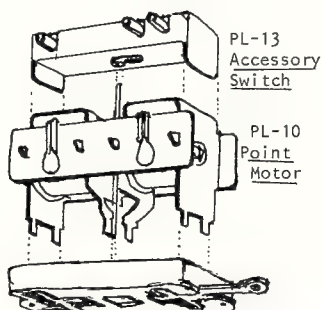
Hard Steel Driving Pin simply slots into hole in point tie-bar



Centre legs for use with Peco N gauge and 00-9 points

Extended Driving Pin slots into accessory switch

Crimp tags for easy electrical connections - no soldering

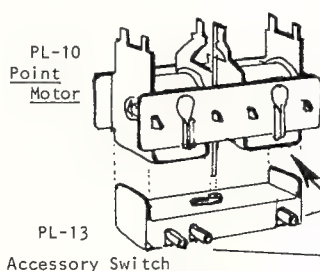


PL-12 Adaptor Base

PL-12 ADAPTOR BASE

It is not always convenient to mount the point motor under the baseboard. In these cases the Adaptor Base PL-12 should be used. PL-12 has an overcentre spring which locks it into position so that it may be used with points other than Peco.

When used with PL-12 Adaptor Base the Point Motor can be hidden under a lineside hut, signal box, etc.



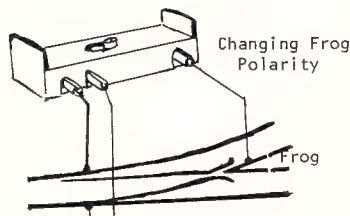
PL-10 Point Motor

PL-13 Accessory Switch

common

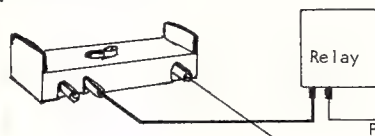
changeover contacts, a single contact may be used as ON/OFF switch

Use contact cement on metal bottom. Hold together with rubber band till glue sets.



Changing Frog Polarity

Frog

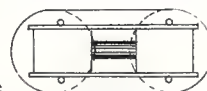


Power

PL-13 ACCESSORY SWITCH & SUGGESTED USES

PECO LECTRICS

- PL-10 Point Motor
- PL-12 Adaptor Base
- PL-13 Accessory Switch
- PL-16 Point Actuation Switch
- PL-17 Probe for Point Operation
- PL-18 Studs & Tag Washers (25)
- PL-20 ON/OFF Isolating Switch
- PL-40 Wheel Cleaning Brush & Scraper
- PL-41 Track Cleaning Block
- PL-63 "Electroclean" Degreasing Fluid
- PL-64 Electrolube

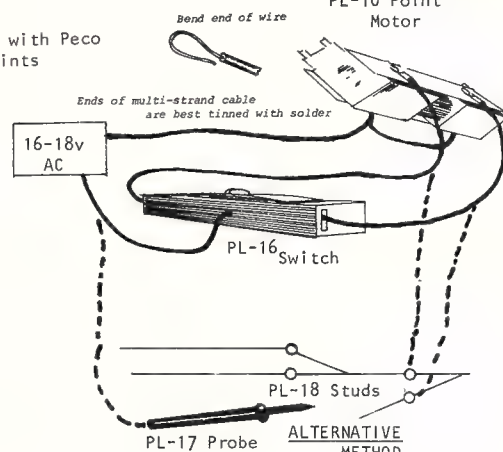


UNDER POINT MOUNTING

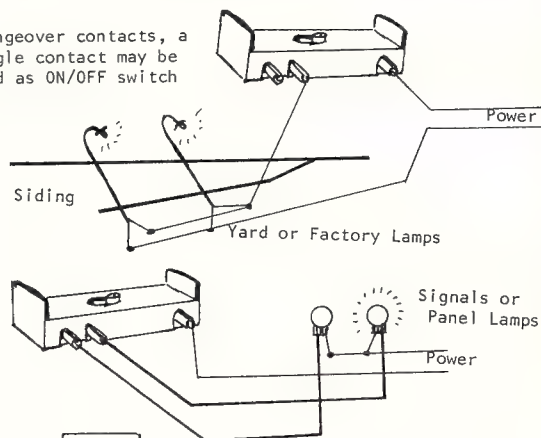
An easy way to cut the baseboard slot is to drill 2 holes about 23mm (1") diameter on 30mm centres. Join holes with keyhole saw.

WIRING THE POINT MOTOR

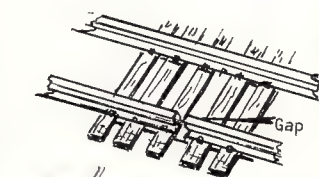
PL-10 Point Motor



ALTERNATIVE METHOD



CAUTION: Some twin coil relay types are not suitable for use with PL-13 but should be used with a momentary contact switch such as PL-16



PL-20 ON/OFF SWITCH
Clips directly onto track or may be used on control panel

PL-17 PROBE

PL-18 STUDS & TAG WASHERS



PL-16 POINT OPERATING SWITCH



Available in Red, Black, White & Yellow. May be plugged together to form a console.

from good hobby shops everywhere



LOOK OUT! for

PECO

STREAMLINE

a track for all occasions

N

FLEXIBLE TRACK - 914mm length (1 yard)
SL-300X Wood Grained Sleepers, Nickel Silver Rails
SL-302X Concrete Sleepers, Nickel Silver Rails

HO/00

FLEXIBLE TRACK - 914mm length (1 yard)
SL-100X Wood Grained Sleepers, Nickel Silver Rails
SL-100S Wood Grained Sleepers, Steel Rails
SL-100B Wood Grained Sleepers, Brass Rails
SL-102X Concrete Sleepers, Nickel Silver Rails
SL-102S Concrete Sleepers, Steel Rails
SL-102B Concrete Sleepers, Brass Rails

009

FLEXIBLE TRACK - 457mm (18") length
SL-400X Wood Grained Sleepers, Nickel Silver Rails

O-16.5

FLEXIBLE TRACK - 914mm length (1 yard)
SL-500X Wood Grained Sleepers, Nickel Silver Rails

O

FLEXIBLE TRACK - 914mm length (1 yard)
SL-700X Wood Grained Sleepers, Nickel Silver Rails



N Gauge

HO/00

UNIVERSAL POINTS WITH INSULFROG
(Wood grain sleepers, nickel silver rails)

SL-84X Catch Point - R/H
SL-85X Catch point - L/H
SL-86X Curved point - R/H
SL-87X Curved Point - L/H
SL-88X 5ft Radius Point - R/H
SL-89X 5ft Radius Point - L/H
SL-90X Double Slip Point
SL-91X 2ft Radius Point - R/H
SL-92X 2ft Radius Point - L/H
SL-93X Short Crossing
SL-94X Long Crossing
SL-95X 3ft Radius Point - R/H
SL-96X 3ft Radius Point - L/H
SL-97X Short 'Y' Point
SL-98X Long 'Y' Point

UNIVERSAL POINTS WITH ELECTROFROG
(Wood grained sleepers, nickel silver rails)

SLE-86X Curved Point - R/H
SLE-87X Curved Point - L/H
SLE-88X 5ft Radius Point - R/H
SLE-89X 5ft Radius Point - L/H
SLE-91X 2ft Radius Point - R/H
SLE-92X 2ft Radius Point - L/H
SLE-95X 3ft Radius Point - R/H
SLE-96X 3ft Radius Point - L/H
SLE-97X Short 'Y' Point
SLE-98X Long 'Y' Point

FINE SCALE POINTS WITH INSULFROG
for NMRA, British & European Fine Scale Standards. Wood grained sleepers & nickel silver rails

SL-686X Curved Point - R/H
SL-687X Curved Point - L/H
SL-688X 5ft Radius Point - R/H
SL-689X 5ft Radius Point - L/H
SL-691X 2ft Radius Point - R/H
SL-692X 2ft Radius Point - L/H
SL-693X Short Crossing
SL-694X Long Crossing
SL-695X 3ft Radius Point - R/H
SL-696X 3ft Radius Point
SL-697X Short 'Y' Point
SL-698X Long 'Y' Point

*** ** ** ** **

FOAM BALLAST UNDERLAYS

SL-50 for Track - 5 metre roll

Point Underlays in packs of 2
SL-51 for SL-91X SL-52 for SL-92X
SL-53 for SL-93X SL-54 for SL-94X
SL-55 for SL-88X SL-56 for SL-89X
SL-57 for SL-94X SL-58 for SL-90X
SL-59 for SL-95X SL-60 for SL-84X
SL-61 for SL-84X SL-66 for SL-86X
SL-67 for SL-87X SL-68 for SL-98X

Note: Point underlays fit corresponding numbers in Electrofrog and Fine Scale Points. E.g. SL-51 fits SL-91X, SL-691X and SLE-91X.

POINTS - nickel silver rails, wood grained sleepers

SL-384X Catch Point - R/H
SL-385X Catch Point - L/H
SL-386X Curved Point - R/H
SL-387X Curved Point - L/H
SL-388X Long Point, 3' rad. - R/H
SL-389X Long Point, 3' rad. - L/H
SL-391X Medium Point, 18" rad. - R/H
SL-392X Medium Point, 18" rad. - L/H
SL-394X Long Crossing
SL-397X Medium Radius 'Y' Point

*** ** ** ** **

FOAM BALLAST UNDERLAY for track & points

SL-350 for track, 5 metre roll
SL-348 for ST-5 Points
SL-349 for ST-6 Points
SL-351 for SL-391 Points
SL-352 for SL-392 Points
SL-353 for SL-397 Points
SL-354 for SL-398 Points
SL-361 for SL-394 Points
SL-362 for SL-385 Points
Underlays for points are supplied in packs of two.

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Rank-General Electric Housewares Pty. Ltd.
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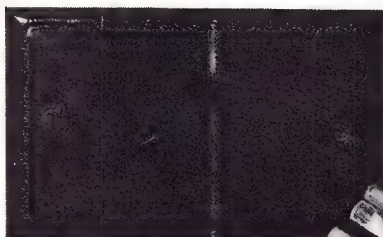
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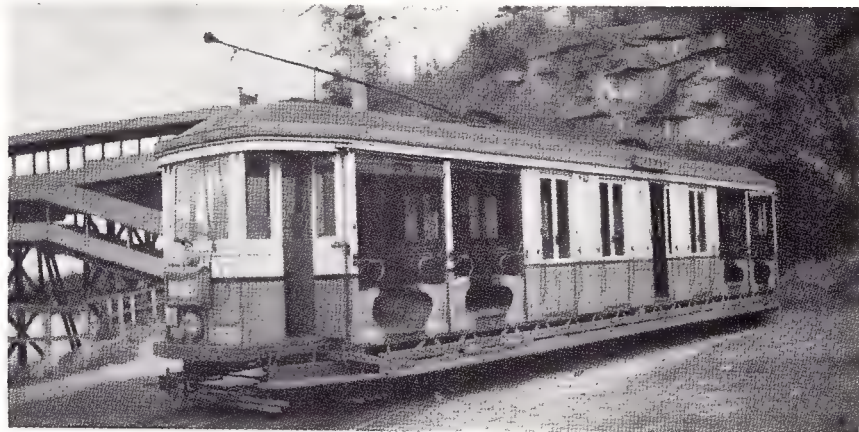
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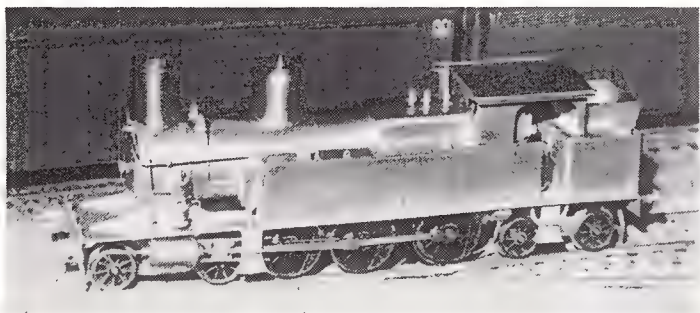
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BERGS and
SPER
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Estimated
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Pw'd. \$50-\$55
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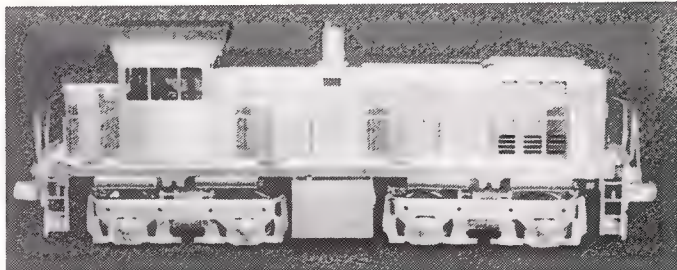
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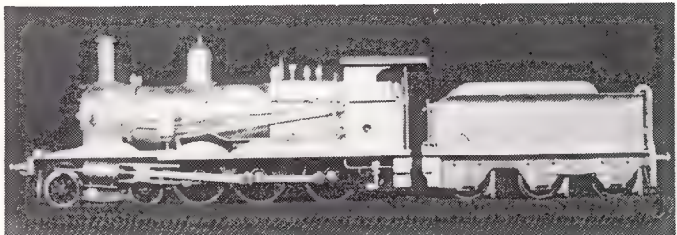
C30 Tank Locomotive \$195.00



73 Class Diesel



C32 Loco & Tender \$235.00



C30T Locomotive & Tender \$285.00



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TRAX HO scale 'LCH' Kits. Photo Graham Ball.

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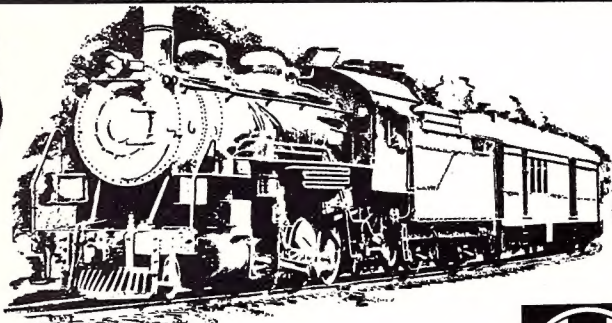
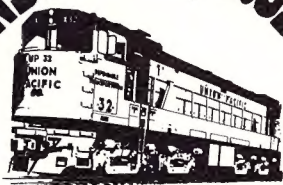
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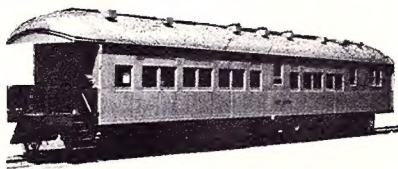
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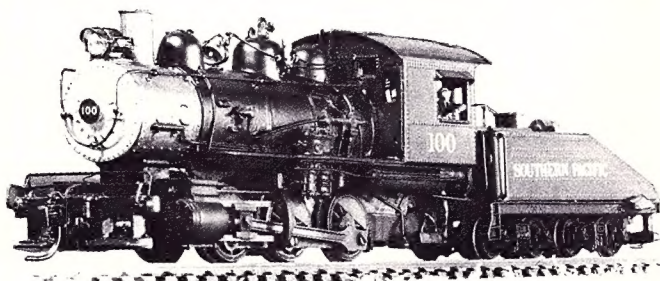
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465 Great Northern Harriman/Oil Tender

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480 Undecorated 481 Southern Pacific
482 Santa Fe Railway 483 Pennsylvania
484 Union Pacific 485 D. & R.G.

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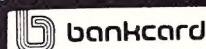
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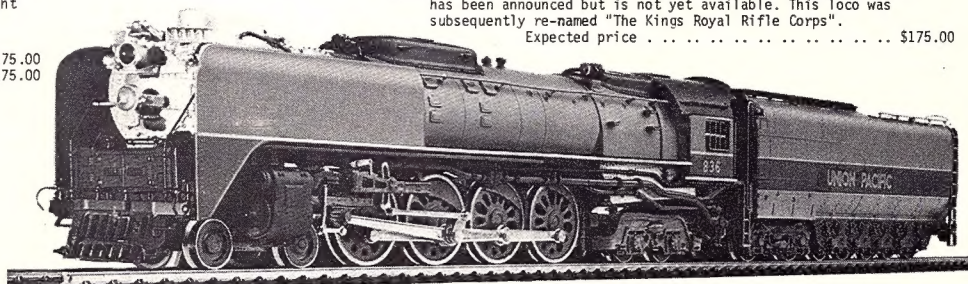
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9316 Italian Open Wagon	\$3.50
9317 DB Open Wagon	\$3.50



1527

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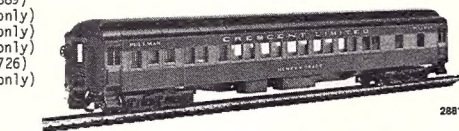
U.P. Portland Rose ..	\$12.50 (2642 Roomette only)
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Pennsylvania	\$12.50 (2741, 2746)
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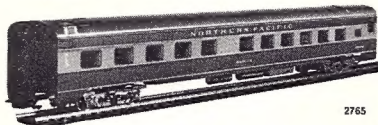
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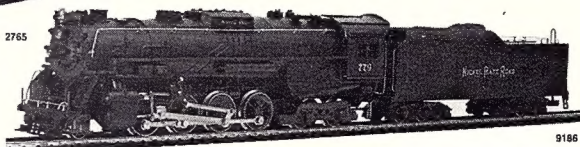
Northern Pacific	\$22.50 (2764)
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2881



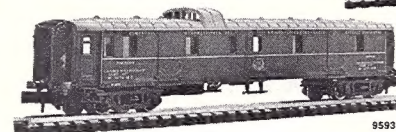
2765



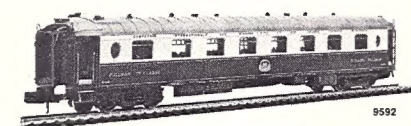
9186

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9593



9592

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